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Welcome to the January edition of Scootering!

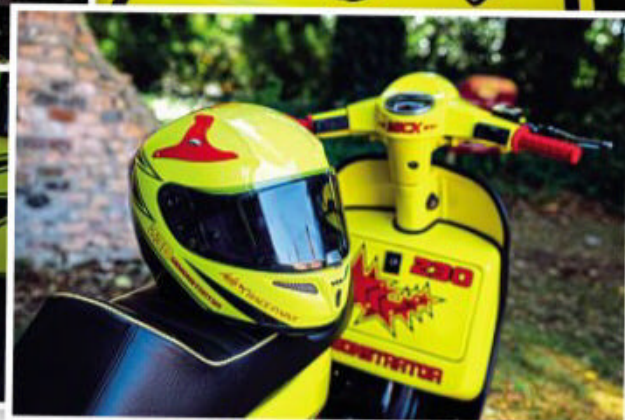
If I was to mention the names Bob Haro, Tim Judge, Harry Leary, Patterson brothers, Tim March or Melanie Vauvelle... I wonder how many readers of *Scootering* would have a clue who I was talking about? To me these people were gods (and goddesses) when I were a lad back in the early '80s. BMX royalty no less. They were to BMX what Norrie Kerr, Dave Webster, and the Frankland brothers are/were to scootering... the legendary names of riding and racing. So I was delighted when I saw the name Eddie Fiola being mentioned within one of this month's feature scooter write-ups, as it sparked yet another pleasing nostalgia trip for me. Back in the day Eddie was known as 'the flying banana' within the BMX scene, due to the combination of his yellow racing jersey, yellow MX helmet, yellow GT freestyler bike... and the sheer amount of air he gained when

performing his stunts on the old quarter-pipe. *Scootering* reader Michael Kershaw is the owner of the custom Vespa 'Eddie'... named after his BMX hero, and what a stunning machine it is too. Hopefully this scooter won't be flying through the air in quite the same way Eddie Fiola did on his BMX, but with an SG-tuned 230cc 'works' lump in it, I've no doubt the Vespa will still be 'flying' along in its own way... at quite a speed I'm sure.

The rest of the mag is, as usual, jam packed with feature scooters, readers' rides, tech features and more besides. But I'll leave that for you to peruse at your leisure. In the meantime, all that remains is for me to wish our readers a merry Christmas and a happy new year!

Enjoy the issue.

Dan



SCOOTERING WAS BROUGHT TO YOU WITH THE HELP OF...



Stu Smith
 Vespa & Lambretta owner, scooter obsessive, amateur home mechanic, rally goer, Mod sympathiser, music lover and general all round good egg. He writes your rally reports, be nice to him.



Nik Skeat
 Vespa P-range obsessive, well-travelled rally rider since the 80s, founder of the notorious Scooterboy World forum. He's also a brilliant beer-brewing bearded *Scootering* feature writer.



Paul Green
 Vespa & Lambretta scooter enthusiast, BSSO professional and general good egg. Our Paul has a long history of scootering both on the road and on the track, with the breakdown bills and crash scars to prove it.



Stuart Owen
 LCGB 'life member', 100mph Lambretta Club owner and scooter restoration expert to boot. Scooter rider, rally-goer, restorer and author. Reaches the parts other scooter journalists just can't reach.



Christian Giarrizzo
 From Italy to Australia, this man gets the miles in and has ridden some serious roads in his time. A dedicated journalist who meets the most interesting characters along the way.



Big Stan
 80s scooterboy turned long-distance rider. Be it local, national or international, he'll ride anywhere in his quest to bring you the tastiest scooters, best roads, trade interviews and hidden gems.



Sarge
 With over four decades of riding, rally-going and competing on both Lambretta and Vespa scooters under his belt, this former Freddie Mercury lookalike is still going strong. He's a top DJ too, don'tcha know.

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Collecting, amassing, hoarding, call it what you will, there’s a trait prevalent in many scooterists which can border on obsession. We like it.

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Do you recall the end of our last journey? In Nervesa della Battaglia, at the Tv Scooter Garage... just a second before grabbing a white sheet laid on a mysterious Lambretta body.

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102 Cuts have consequences: Bad luck or bad lock?

With vigilante action emerging on Facebook, people posting up ne’er-do-wells getting a pasting, we wanted to find out if the amount of crime has got worse and what we can do about it.

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119 Reader’s Ride: Vreeble GP

There’s no getting away from it; the Vreeble paint effect is an iconic classic custom look of the 80s and when it’s done right it looks fantastic. Richard Roberts’ Vreeble GP looks the part!



57





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44

FIRST YEAR REPORT

When Vespa launched its latest version of the GTS it was sold largely on performance. Having completed its first season, Stan reflects on whether his HPE's delivered.

Stan and his HPE

It's hard to believe that this time last year I had no intention whatsoever of trading in my trusty old GTS. It may have lacked character, but it was unquestionably reliable and most importantly paid for. When I was invited to the press launch of the GTS HPE ('High Performance Engine') in Italy last winter I was more than happy to escape a cold and rainy Yorkshire but had no expectations of being impressed. By the time I landed back at Manchester

I'd decided that I needed to own one. Fast forward nine months and my GTS has completed 6000 miles. That figure would have been higher but the early promise of more pan-European voyages was sadly curtailed by family illness. For most of the summer it was used for commuting, just as Piaggio intended. So, having ridden it to Saltsburg, taken in three Nationals and filtered through more rush-hour traffic than I care to recall, has the HPE impressed?

Real life performance

Before going into our dyno results it's worth pointing out that recording a traditional 'power curve' on an auto is far from straightforward and presumably Piaggio obtained its brochure figure of just over 23bhp at the crank. This seems reasonable as we recorded 19.4 at the rear wheel and if that difference seems disappointing remember that's around 2.25bhp or 10% more than the old model. This extra power makes the HPE far more responsive to throttle and is a much more enjoyable machine to ride around town or indeed on sweeping roads than its predecessor. Unfortunately it's a different story on the open road, with Piaggio deciding that the top speed should be 75mph/120kmh. Despite the engine still having plenty to give, that's the point at which the fun stops. Going for a motorway overtake is very similar to riding an old two stroke but instead of being forced back by the unseen bow wave of a truck, the problem's

entirely self-inflicted. At first I thought this may be to comply with emissions regulations but I've ridden the same engine mounted in an MP3 and Piaggio admits that's been mapped to give a higher top speed, albeit with less vigour off the line. The good news is that aftermarket solutions are already starting to appear. If anyone from Piaggio's warranty department's reading this I



It's expensive, but you get what you pay for



obviously won't be fitting one...

Although someone with a less 'enthusiastic' riding style may get closer to Piaggio's claimed 83mpg, I've still achieved a fairly consistent 72mpg and that's mostly been with luggage on board. Unfortunately the fuel capacity has been reduced to seven litres, so the theoretical range of 110 miles is still the same as its predecessor. Admittedly the GTS is designed as a commuter rather than a tourer, but even so I think that's inadequate for a scooter of this capability. I'd willingly surrender some of the under-seat storage for extra range. Aftermarket tank anyone?

Money well spent?

The HPE featured here isn't part of Piaggio's press fleet, it's mine. So having lived with

it for a season do I think it was money well spent? The short answer is yes. This is a different machine entirely to its predecessor. For anyone who recalls stepping off a PX125 and mounting a T5, the feeling is very similar. After the press launch I said that the HPE felt like a GTS that had come of age and emerged from the shadow of its two stroke ancestors and I still feel the same way. My niggles are those of an enthusiast who likes to ride hundreds of miles in a day, not the typical owner. Make no mistake the HPE is a hugely capable machine, here's to the next 6000 miles!

Words: Stan

Images: Stan, Piaggio, Gary Chapman

Thanks to: Martin at Chiselspeed for the dyno run



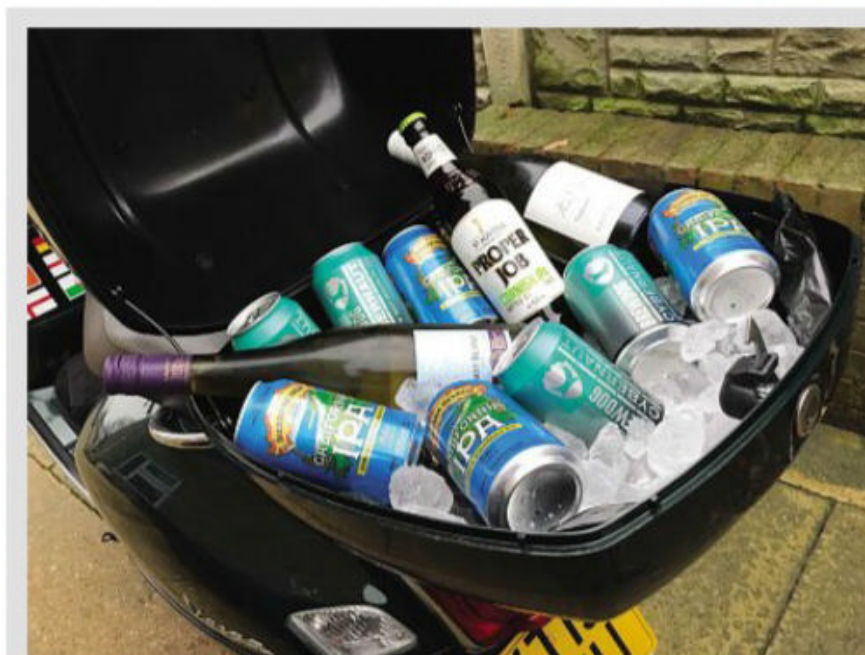
Finally, a GTS that's fun to live with



Falling in love at the press launch



Dyno day



UGLY BUT PRACTICAL

I've always viewed top boxes as the two-wheeled equivalent of Crocs. We all know they're practical, but good looking they are not. Working for *Scooter* means carrying lots of gear and against my better judgement I ordered one. Don't tell anyone but I'm quite taken with it. Not having to worry about bungeeing my camera gear to a rear carrier has been a godsend and if I need to carry a weekend bag the box comes off with four screws. Also, as Gaz, our advertising guru pointed out, a top box has many uses...

NEW! SCOOTOPIA 185CC CYLINDER KIT



Scootopia has just released a 185cc cylinder kit for small block Lambretta casings. The barrel is made from aluminium and Nicasil lined, and uses the tried and tested piston port induction system. It also has a boost port added to help with the scavenging efficiency. The head, of course, is also made from aluminium and there is no need for a gasket between it and the cylinder.

They're not claiming it to be the most powerful kit out there, more of a reliable round town kit producing plenty of low down torque. It has been tried and tested at several endurance races by the Scootopia race

team and worked flawlessly. No doubt tuners will see the potential to extract more power from it and being piston ported it should be quite easy to achieve good results.

The kit comes complete with the barrel, piston, head, studs including cylinder studs for the casing, nuts, washers, and gaskets. In fact, everything you need to simply bolt it all on to a casing. Recommended to use with it are the Scootopia 22mm carburettor and manifold and their version of the 42mm big bore exhaust.

RRP: £320

More info: www.scootopia.com



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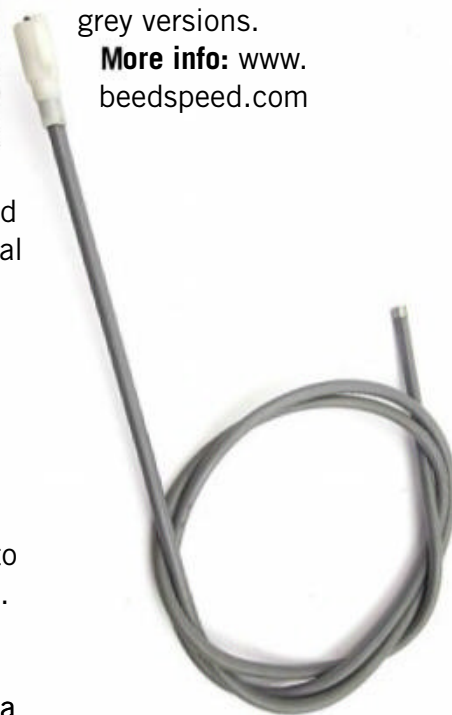


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If you, like many owners of Vespa PX, EFL, T5 and PK models, want to convert to a chopper or cutdown with extended forks, you'll know that finding a speedo cable long enough is hard work! Since the 1980s Beedspeed has supplied these in several different options, and has just released its newly upgraded version. The extra-long speedo cable is available in PX EFL clip on as well as MK 1 screw-in fittings, with options of extending the cable by up to 78cm longer than standard. Beedspeed has also just taken delivery of extra-long speedo cables for Lambretta

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KICKSTART

MAKING A BEELINE

He's taken the Beeline sat nav across Europe, twice. How did Stan get on with this revolutionary piece of kit?

It's billed as a sat nav stripped bare and the pocket watch-sized Beeline certainly lives up to its publicity. It's unusual as there's no map. Instead of detailed instructions an arrowhead points in the correct direction and junctions are navigated with basic graphics. It does take a little getting used to and if you're someone who must know which road number they're travelling on, it may not be for you. For the rest of us it's perfectly fine and being told to "turn right in 800 yards" is more than adequate for me.

The Beeline Moto should score highly with owners of classic scooters as it requires no power socket. The Beeline head unit charges quickly and gives two or three days' use without being connected. It navigates via a smartphone app that occupies around 270mb and there are no further maps to download. Scunthorpe or Saigon – as long as there is google maps coverage it's ready to go. On the move it uses the phone's GPS chip so doesn't eat data and I found the Bluetooth drain on my iPhone was minimal. I selected the universal mount, which is attached by strong elastic rings and was ideal for a Lambretta headset, but for scooters with mirrors I'd recommend the stalk mounting.

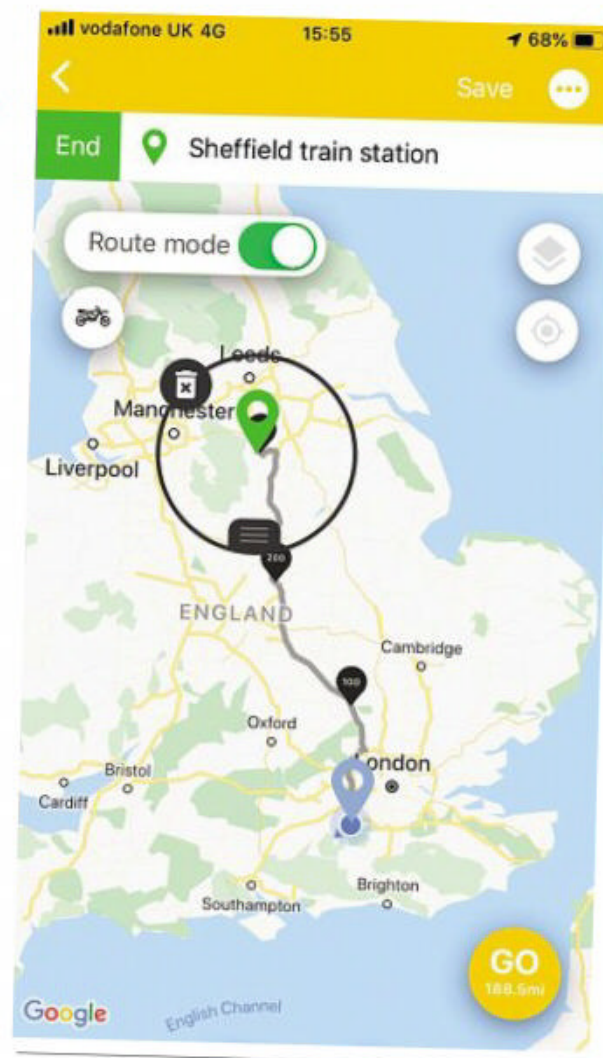
Like any sat nav the Beeline has faults. Although the head unit shows distance and time travelled, if there's a way for it to display how far there's left to travel I've yet to find it. That peculiarity aside the Beeline also displays time, GPS speed, and power levels, but it won't display them simultaneously. Fortunately the menu is easy to use, even while wearing gloves. I can say no more than I took the Beeline to Salzburg and then on a separate trip to Poland. On both trips it

navigated without drama and gave no more false directions than my TomTom Vio.

Having mentioned the Vio, it's worth noting that TomTom has lost interest in that device. It's not in this year's catalogue and staff at the Milan Motorcycle Show confirmed it has been discontinued "for now". Unfortunately the first casualties of TomTom's apathy are Apple users, for whom functionality is now something of a lottery. With the Vio's departure the only other option for most classic scooter riders is handlebar mounting their smartphone. Call me overly cautious but I think that's asking for trouble. Yes, I know any sat nav can be snatched in busy city traffic, but a sat nav doesn't carry my internet banking app.

For those without a power source Beeline's now the only game in town, but it's by no means second best. Spend some time getting to know it and you'll quickly wonder what more information's needed. I like the Beeline. I like it a lot.

RRP: From £149
www.beeline.co



Phone app has more detailed mapping if needed



The Beeline's taken Stan far and wide



Information is basic but clear



Universal mounting is adaptable, display options include GPS speed



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We aren't the Mods

These days many scooterists try to hide their original identity from when they first entered the scene. The reason being is that it's not fashionable any more!

The Mod revival of the late 1970s seemed the most natural and orthodox route into the scooter scene at that time. The catalyst for most was of course 'that film' which first lured people into the fashion, soon followed by scooter ownership. To be honest, they went hand in hand and were a reflection of true Mod culture from the 1960s, an adaptation from the pioneers of the previous decade. It was never going to be exactly the same, it couldn't be as time changes everything.

The clothes were different and so was the music, even if you did listen to the old bands. Most important was the scooter. If you were a Lambretta owner you didn't have much choice, even though the Spanish Jet and Indian GP were still available. For the Vespa owner, the P range was the simple solution if you didn't want to resurrect an old one out of someone's garden shed, that is. Even those that tried to follow the true Mod ethic as close as possible were only re-enacting it. The truth is, it was a slightly watered-down version of the original but even so it was a good time to be involved.

The real problem was there were only so many places and events that could cater for it all. Soon they became exhausted and before long rather boring. As it did, for the majority the idea of living your life the Mod way became hard work. The same couldn't be said of scooter ownership, which if anything became even more intense. As it did, it spawned a new fashion of the scooterist and scooter boy. The difference between them and the Mod was worlds apart. A totally different view on fashion, music, and scooters. The change, it seemed, was almost overnight. Gone were the smart suits and parkas, replaced by military flight jackets and DMs. Smart, neatly cut hair changed for flat tops or Mohicans. No more were bands like The Jam or Secret

Affair flavour of the month, swapped for acts like King Kurt instead.

The scooter, it seemed, had the most radical transformation as racks, mirrors and lights were replaced by either custom paintwork or rather more extreme cut-down machines.

Maybe it was a natural progression, even if it was so fast-paced. The real reason was the 1980s catered for the scooter boy just like the 1960s did for the Mod. It wasn't a stage play of something previous: it was happening right there and then. That's what made it so good to be involved. Each month a different rally or



venue, something new all the time. The same with the scooter – what was seen as fashionable in altering its appearance was almost old hat by the time you actually did. There were still a few locked in the Mod culture even by the mid-1980s, it didn't just disappear overnight. Though they were seen as dinosaurs by the majority, they still played a part within the scene. Perhaps mocked slightly for not changing with the times but still respected by those around them.

Fast forward to the present day and that feeling has changed dramatically. It seems owning up to once being a Mod is something that is too embarrassing to admit. Whereas if you were a scooter boy

then you should shout from the rooftops. The thing is, the majority of scooterists and scooter boys started out as Mods. Back then the change from one to the other was seen as a natural progression and no one was afraid to admit their original roots. The problem lies with those that class themselves as Mods today.

Not trying to put a mocker on things but those playing out the role today seem to be devoid of the culture as it once was. Not all are like that and there are some dedicated followers that should be applauded for their commitment. Many, though, seem confused in what they are doing, perhaps trying to mix the 1960s Mod idea with 1980s scooter boy fashion which doesn't mix well. For others, it seems a half-hearted attempt at trying to look retro with the outcome most definitely lost in translation. The 'pork pie hat brigade' and 'comedy Mods' just a couple of the names given to them by old-school scooterists.

Perhaps they are right in a way as the association with Mods from the past is nothing like we think it should be. This seems to have a knock-on effect, making those who were Mods from the original revival happy to deny their involvement for fear of being associated with those that currently are. Are things so bad that the current crop should be cut off from the rest of us? The scene has slowly become full of an ageing generation and any new blood, whatever fashion they may follow, should be welcomed. Perhaps rather than try disassociation, educate those that want to be involved otherwise the scene will only ever get smaller.

I was one of those Mods that came from the original revival, just like many others I know. We all became scooter boys before giving up on that also to become normal scooterists. I'm proud of my Mod roots and happy to let everyone know.

Perhaps others should be too – and not let current events shadow where they originally came from.

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SCOOTERING



Lifestyle, obsession, habit or hobby?

The scooter lifestyle means different things to different people. What does it mean to you?

To some people it's been part of their lifestyle, probably since their teens. They've married scooterists and spent many weekends a year at rallies, mixing with other scooterists and travelling all around the country. It's taken over a huge part of their life and is reflected in the way they dress, hairstyles, music, maybe even tattoos to make things really clear. His and hers scooters are common, as are practical day-to-day scooters as well as the 'Sunday best' scooter(s). These guys are totally immersed in the scooter culture every week of every year. It will probably always be that way.

I've met a good few people over the years that definitely have a scooter obsession, but they also have careers, families and other interests outside of scooter culture. You can look at them and it's not obvious that they are even into scooters. It doesn't make them any less a scooterist, but they may have an obsession with a type of scooter that they may ride or own. Or, like a good friend of mine, their obsession becomes restoring a particular model of scooter from wreck to super-fast custom scooter, which often then gets sold after completion and riding it and the process goes on to repeat ad infinitum. A scooter obsession could reveal itself as building a collection, obsessively looking for one of each model or colour. It takes over the garage or workshop, which may become a shrine to their collection of scooters and memorabilia. I can think of several people I know who have this kind of obsession and have built some fantastic man caves full of great scooters and memorabilia. Some have become authorities on specific models and have a vast knowledge of every detail and specification.

Then you've got people with a scooter habit. It may come and go. They have a scooter for a few years, but real (family/work) life gets in the way so the habit may disappear for a while or sit on the back burner. But it never goes away. You know... the sight or smell of a scooter going by turns their head and when the



Lifestyle, obsession, habit or hobby... where do you fit in?

opportunity arises, a scooter becomes part of their life again. They love the classic style and maybe buy themselves a modern auto to satisfy the need, without adding lots of maintenance requirements. Over the years they have likely had scooters on a regular but not permanent basis. They

have come and gone. They are part of the scooter culture though for sure.

And then of course there are many who have scooters as part of their hobby. They ride them of course but seem to spend as much time taking them apart, tinkering, fettling and changing or improving them. You probably know someone whose scooter seems to be apart more than it's together. It's been many colours and styles, and its engine has been through many changes. We all know someone who fits this description.

Most areas will have the guy with the mechanical knowledge who has developed this into a paying hobby and is the 'go to' guy for repairs and maintenance for those without the time, knowledge or skills to keep their scooters on the road. You know the kind of guy that is a tuning guru too and has turned out some quick machines from his years of knowledge. Back in the day he was often a racer of some sort. He's turned this into a hobby, paying hobby or part-time job even. These guys have always been around since scootering infancy and some have even turned into small-time dealers.

One thing I do know is that scooter culture has room for all levels of involvement. All these guys are scooterists, pure and simple. I know some will judge people for their perceived lack of commitment or level of interest but what the hell... they are into scooters on some level. Rejoice in that. Wearing the badges, patches, pork pie hats, comedy boating blazers or Lambretta T-shirts does not make a scooterist and we all know this. Sometimes the wannabes wearing the comedy gear are really not accepted by 'true' scooterists most likely from the above descriptions... it may be that the jury is out on that. But you know, just let it go, don't stress. There are plenty more sub-groups that make up the rich tapestry of scooter culture... this isn't designed to be a definitive list by any stretch of the imagination, there are plenty more if you care to think about it. Scootering is a broad church with space for everyone and long may it continue!

“ They ride them of course, but seem to spend as much time taking them apart, tinkering, fettling and changing or improving them. You probably know someone whose scooter seems to be apart more than it's together. ”



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OWNER DETAILS

Name: Michael Kershaw

Job: Builder

Scooter club & town: No club, Norwich

First scooter: PK50s

First rally or event: Yarmouth 1987

Favourite rally: Margate 1988

What do you like about rallies: Meeting friends, and the music.

What do you dislike about rallies: Plastic Mods, and theft.



Just Like Eddie

When it comes to deciding on a theme for a custom scooter project, inspiration can be, and often is, drawn from an eclectic range of sources. One of the most surreal sources must be this... 'the flying banana'.

Even before he'd completed his previous custom Vespa, Amazon Warrior, Michael had an idea in mind that his next custom Vespa was going to be of the street racer variety. A P-range frame was bought at mates' rates for a reasonable £400, albeit without an engine, in October 2018. A month later Michael's initial idea had progressed into something of a more cohesive plan. With a picture of a Rockstar energy drink-sponsored rally car as the starting point, along with memories of one of his heroes from his (much) younger days in the mid '80s, Eddie Fiola (film and TV stuntman, previously world champion freestyle skateboarder and BMX rider) Michael took the frame and bodywork

along with fixtures and fittings, to Daz at Air FX. "When I was a kid, Eddie Fiola was the world BMX freestyle champion," said Michael. "His BMX was bright yellow along with his riding gear, which earned him the nickname the flying banana. I'd already decided on yellow being the main colour of my street racer and I quite liked the look of the Rockstar energy drink rally car's paint layout. Daz and I between us came up with the design, based on the colours and layout of the rally car, adapting the lines to suit my Vespa. We replaced the drink graphics with logos relevant to my Vespa. I think the end result turned out with my Vespa looking awesome. The reality is my street racer is something of a demonstrator for both Air FX and SG Engineering, but as an

“It’s a 230cc engine and it’s so smooth and pulls like a train. Also, it’s very economical for a tuned engine and handles nice and smooth in and out of corners.”



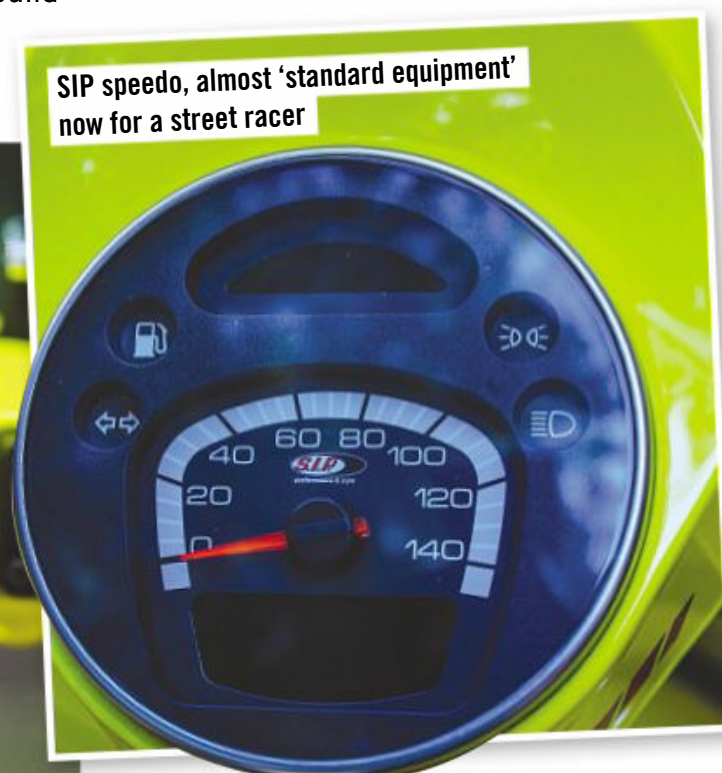
acknowledgment of the flying banana himself I’ve called my street racer Eddie, for short, as Air FX/SG demonstrator is a bit of a mouthful and besides it’s yellow and Eddie Fiola was probably my earliest hero.”

Peeling back the layers

Michael’s original plan was to build himself a Vespa street racer to do most of last year’s national rallies on, once it was built and ready, obviously. The problem

with good intentions is they do tend to have a habit of not going as planned. That certainly turned out to be the case with Eddie, despite Michael getting off to a flying start after getting the painted frame and bodywork back in June 2019. The engine was ready to be fitted along with a variety of aftermarket upgraded items to enhance the performance (said extras are listed in the spec sheet). Michael had Eddie not only built, but up and running in just a few days. It was during the build that he realised there were still a couple of items outstanding that

were required to finish his project exactly how he’d intended. “I’d somewhere along the line forgotten to order a couple of parts that for my street racer to be completed were, to me, essential requirements,” said Michael. “That was entirely down to me, but nonetheless really frustrating, especially having to wait for them to arrive before they could be fitted. The other delay which, in reality, was just one of those things, was the seat.



SIP speedo, almost ‘standard equipment’ now for a street racer



“Again, a frustrating situation for me. A friend of mine, Clive, whose day job is manufacturing prosthetics at a local hospital, makes custom seats in his spare time. I’d ordered what I wanted from him when I was ready to start the actual physical build of my scooter, but circumstances reared their head. Firstly Clive was away on holiday, then as he got back I was away on holiday, which caused a delay for the full completion of Eddie. Once the uncoordinated delay due to us both being on holiday had been and gone, Clive produced exactly the seat I was hoping for. When I had finally finished the build, it was several months later in the year than I’d originally hoped. “When I took Eddie on its maiden rally to Mersea Island (2019) I booked into a B&B which was walking distance from the rally site, and I parked up there and walked to and from the site, leaving Eddie at the guest house. Until I’d completed a rally, there and back, I didn’t want Eddie to be seen if I could avoid it. Basically in case of the unlikely event of any teething troubles arising, as I wanted to be as certain as I could be that Eddie was as good if not better than intended. Bar one very minor, very quickly rectified incident en route to Mersea Island, that really isn’t

worth mentioning, it was an absolute pleasure to ride. I’d recommend Pinasco shocks, fitting them to my street racer has transformed the way it handles.”

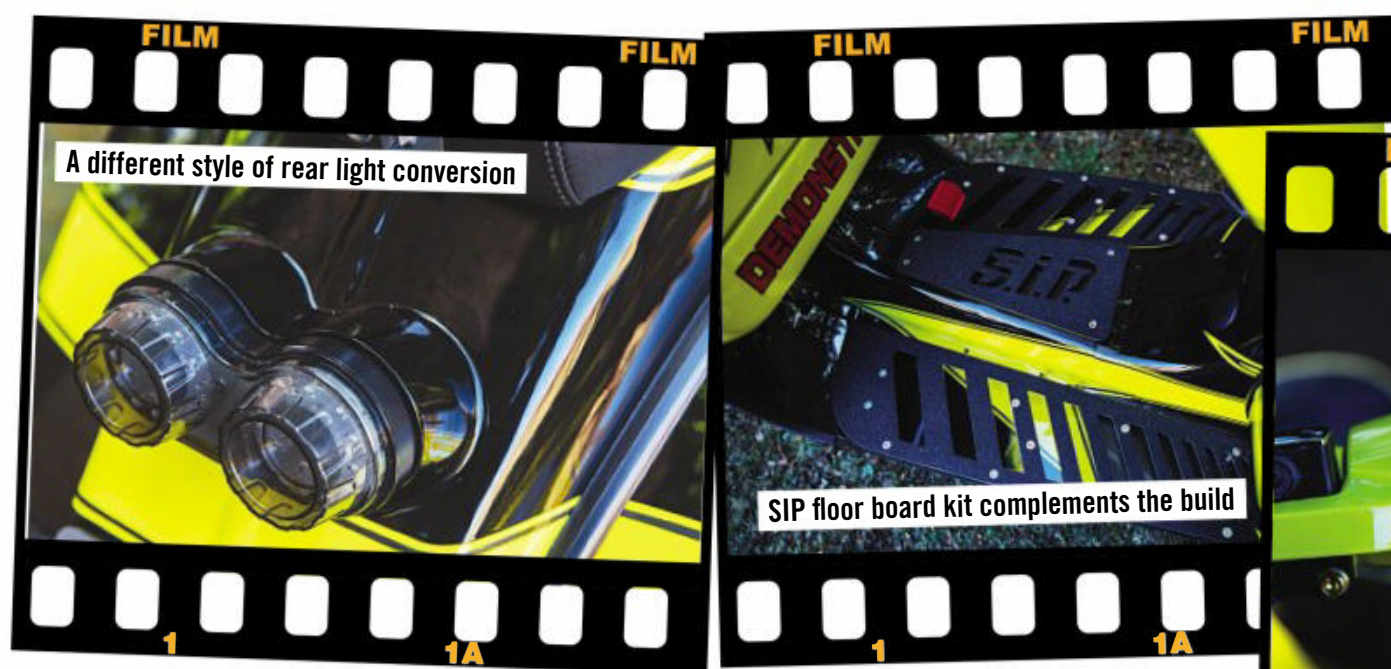
Yellow and mellow

As mentioned above, the Vespa frame, panels and bodywork which have been transformed into Michael’s street racer arrived without an engine. The engine that has been turned into the power unit for Eddie was taken out of a Vespa that was also owned by Michael, though it’s worth pointing out that the engine in question wasn’t liberated from his previous creation, Amazon Warrior. While Daz at Air FX was creating another paintwork masterpiece on Michael’s Vespa, the engine went to Stuart at SG Engineering for an equally high-quality masterpiece to be created, one worthy of powering a street racer. After all, any street racer worth its salt has to both look the part, as well as deliver the power and performance that’s befitting of the name. “It’s a 230cc engine and it’s so smooth and pulls like a train. Also, it’s very economical for a tuned engine and handles nice and smooth in and out of corners. If you want a tuned

engine that will last, go see Stu at SG Engineering. He’s an absolute perfectionist; an engine won’t leave his workshop unless he’s 100% happy with it. If you want to find out a bit more about the 230 engine speak to Stu at SG.” Michael has now been well and truly bitten by the custom scooter bug, with two creations notched up in less than three years. Needless to say, he’s already beyond the planning stage for several projects, which, for the time being, he’s keeping under wraps. Although, if Eddie and Amazon Warrior are any guide, despite never having been much of a gambler, I’d bet that they are likely to be of equally top quality. If you happen to see a mainly yellow (with touches of black and red) machine tearing up the highways and byways in 2020, it won’t be the flying banana, it could well be Michael putting Eddie through its paces. ►

Words: Sarge

Photographs: Gary Chapman



SCOOTER SPECIFICATIONS

Name of scooter & reason: Air FX/ SG Demonstrator or just 'Eddie' for short. It's a 1980s BMX reference to 'flying banana' Eddie Fiola. (It's yellow and is bloody quick.)

Scooter model: P200

Date purchased & cost: October 2018 £400 no engine, cheers Shaun.

Time to build and by who: Taken for paint in November 2018 and finished in June 2019. Built by myself in a couple of days. I went to see Daz with a picture of a Rockstar energy drink rally car and we sat down and designed the scooter based upon the colours and lines. Then we added the logos instead of the drink graphics and think it turned out awesome.

Any specialised bits: SIP front brake caliper, Pinasco shocks, wavy disc, ProBolt titanium fasteners throughout, seat by Clive. SIP floor plates customised myself.

Engine spec: SG 230 works edition (ring Stu for details).

Describe engine performance and scooter handling: Engine is so smooth and pulls like a train, it's also very economical for a tuned engine. Handles nice and smooth in and out of corners.

Paintwork & murals done by: Daz, Air FX, Norwich

Thanks to: Daz Air FX, Stu SG Engineering, Clive for the seat, and my wife Tanya.



Pipe is not the tuner's choice, and sits low... but the owner is happy, and that's the main thing.



“ When I was a kid, Eddie Fiola was the world BMX freestyle champion. His BMX was bright yellow along with his riding gear, which earned him the nickname of the flying banana. ”



TOP BANANA

Stuart Gentry of SG Engineering has, in a relatively short time, earned himself a formidable reputation for building fast and reliable scooter engines. As well as his Vespa 260, which, depending on the customers' preferences, produces between 40 and 42bhp, there's also the SG Engineering Vespa 230 works engine. Michael Kershaw's Vespa street racer Eddie is also something of a demonstrator for (both Air FX paintwork and) SG Engineering. Who better to give an insight into the SG Engineering Vespa 230 works engine than the man who designed, developed and builds them?

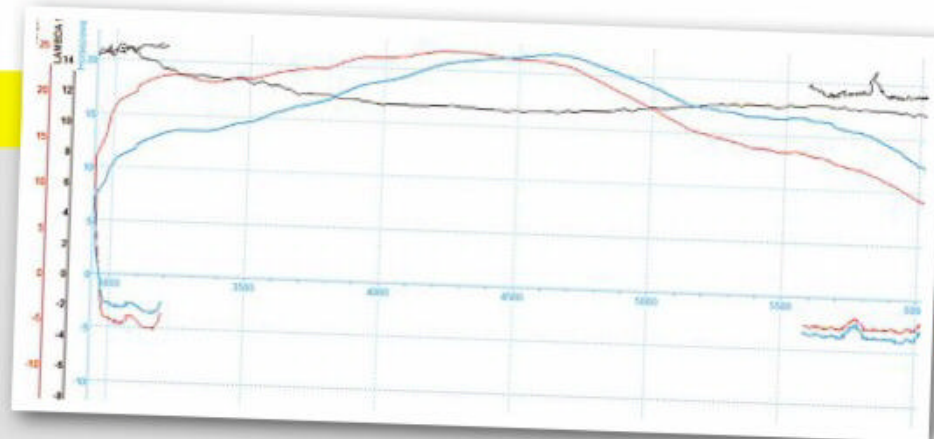
How did you first come up with the idea for a Vespa 230? "I'd had the idea and engine specification for a while, but hadn't been in a position to build and prove it. That changed when a customer offered me a Mk1 P200 Vespa in lieu of payment I was owed. It seemed a good deal, so I accepted the offer. This allowed me to put my ideas and engine specification into reality and I still have and ride that Mk1 P range Vespa today. Initially, I used it as a testbed for my Vespa 230. My approach is less is more

when it comes to tuning; make a change, prove it, then move on to the next change. My SG Engineering Vespa 230 works engine has been proved, it works and is reliable. While the general trend is for high-revving engines, which scream up to top speed quickly, that gives a narrow, peaky readout on the dyno. My 230s have a flatter, more relaxed curve on the dyno, grunt is much more important than revs I think."

Without giving away any trade secrets, what goes into a typical SG Engineering Vespa 230 works engine? "I use a Pinasco 221 top end, with a long-stroke crank to get the 230 capacity. Once I've built an engine, I'll pressure test it, then set it up on a dyno, checking everything including squish clearances. I prefer to use the non-oil injection (earlier – or Spanish) engine casings, there's a reed valve version of the 230 that's available too. If the customer wants the engine tuned I'll do that on request. The basic 230 will

produce 21bhp, with the reed version producing 28bhp, with 20-21lb of torque. I've so far built more than 75 SG Engineering Vespa 230 works engines, which have gone all over the country. I'd go as far as saying SG Engineering Vespa 230 engines are good for riding distances, touring, and, invariably, they are good for more than 20,000 miles."

Finally, specifically, tell us about what's gone into the makeup of Michael Kershaw's Vespa Street Racer SG Engineering 230? "It's an original Piaggio engine casing, with a standard P200 gearbox. Obviously, it has a long-stroke crankshaft with a tuned Polini 221 barrel. It has an uprated Pinasco clutch. His choice of exhaust is an old PM pipe, which wouldn't necessarily be my first choice of exhaust system, but he's happy with it, which is what matters."



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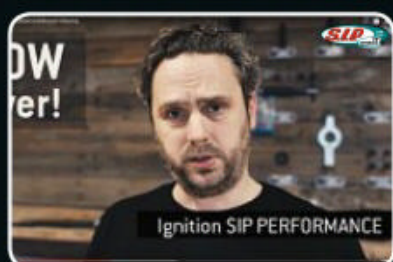


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The wine ambassadors

Representing your country is an honour and a privilege to behold. The circumstances surrounding how you do it are another thing entirely...

The first-ever Euro Lambretta had been a fair success and similar events were planned in the future. It was a new rally format, one that took quite a lot of organising especially as those in attendance would have to travel a long distance across Europe to get there. The idea was to hold it every two years to give enough time for the host nation to get their affairs in hand. This meant after the first one in 1989 there would be a gap in between, meaning 1990 would have no event. For some, it was too long to wait, not only for the organisers but those wishing to participate.

In haste, there was a sort of mini Euro event held instead. Not in any official capacity but even so an open invitation for any Lambretta owner, however far they had to travel. Held in a suburb of Milan during the summer months, it was a sort of last-minute affair lacking in any real organisation. Even so, it was enough to gauge the interest of many UK Lambretta owners. The previous year the Brits had dominated the rally and it soon became noticeable how UK and European cultures differed. Certainly when it came to socialising.

The initial interest of going to the mini Euro had slowly died down. First, there were a couple of hundred going, in the end, being a mere trickle with just six signing up. That's when things changed for those that were going. All of a sudden we were sort of like a team representing their country in the Olympics. No pressure from those at the top except to behave respectably – but what was classed as respectable? The main idea of scooter rally culture as far as we were concerned was to let our hair down. Getting pissed up on the way, while there, and on the way back. We didn't know any different and weren't

going to change for anyone. The instructions were to do things in moderation if possible, to which not a blind bit of notice was taken.

Even before we left UK soil, the pattern of events that would unfold was evident. As I rode into the ferry port one of the main protagonists was throwing up over the harbour wall into the sea. Having got there early he decided in his wisdom to consume a huge amount of beer while waiting. So much, we had to push his Lambretta on to the ferry as he wasn't even capable of starting it let alone riding the damn thing. No one was bothered though – it was par for the course.

It was a long journey to undertake but the six intrepid explorers set off to

“As I rode into the ferry port one of the main protagonists was throwing up over the harbour wall into the sea. Having got there early he decided in his wisdom to consume a huge amount of beer while waiting.”

represent their country at that year's Euro Lambretta, however unofficial it was. After a long and weary day's riding there was nothing better than winding down with a beer or two, or several, by the end of the night, each day slowly taking its toll from the session the night before. That's the way it was, though, but perhaps different as attending rallies in the UK were much shorter journeys. This was based over a week just to get there and the body organs were beginning to take a battering.

Milan was a long way from the splendours of Hull ferry port but somehow we were on the cusp of completing the journey – well at least the part of actually getting there. As we made our way up to the rally site it was

just possible to see a figure standing in the road waving his arms. We pulled up in the heat of the midday sun, thinking there must be a problem when in actual fact there wasn't. It was the UK Lambretta hierarchy – not officially appointed either, just one of a group who thought they were the most important. They had taken it upon themselves to be the ones to represent how the Lambretta image was perceived – quite ironic as they had driven there by car. It was wrong though, a group of stuffy old men who were more interested in what shade of green a Model D was painted in.

Regardless of what we thought, he warned us to be on our best behaviour as no one wanted to upset the Italians.

It was as if he was trying to protect them from the notorious reputation that followed young UK adults. Fair enough, football fans had not shown us in the best light but we were attending a Lambretta rally, for god's sake. Don't do this or that, blah blah blah, pointing his finger in anger. “You are ambassadors of the Lambretta,” he shouted. When we all got to the rally site it was rather interesting, to say the least. There wasn't much

there apart from two huge 20-gallon barrels and several flagons, all of them containing red wine apparently donated as a gift by a local producer. The rally in all of its lack of organisation hadn't quite started and we were the first there. With nothing to do, the inevitable happened as the vino started to flow. By the time those in charge arrived, a huge amount of the donation had been consumed. Our ‘non-appointed’ representatives were doing their best to disown us and trying to persuade the hosts to do so as well. They fell flat on their faces; the Italians loved the fact we were enjoying and embracing it all. “Yes, you are ambassadors,” they shouted, “ambassadors of wine” – as they poured us all some more.

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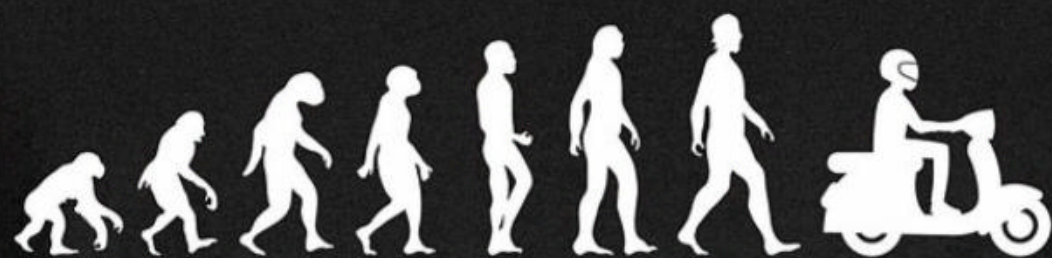


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★ STAR LETTER ★

Snail's pace

Finally conceding that a new auto was the way to go, my hubbie decided on buying a Royal Alloy GP 200 LC. Although, having to run the new engine in for the next 500 miles was not much fun. But like a man, he suffered it! Following a very enjoyable but extremely wet-weathered weekend at Llandudno NSR this year (one which



prompted an emergency visit to purchase socks and pants, having gotten drenched that many times!) we journeyed back to our home town of Stone Scooter Club (Staffs), managing speeds of no more than 50mph. Unquestionably, the bike went back to the dealer to be remedied, while also having its first service at two months old. Frustratingly, the bike displayed no symptoms while there and got returned "in fine working order". More annoyingly, once home the bike displayed intermittent symptoms. This time managing only 30mph, the bike was again sent back to the workshop. Luckily, the bike was still under-performing and the lads got stuck in trying to find the problem. Diagnostics showed no fault, but an investigation was soon to prove the culprit and reveal the cause of the 'snail's pace' experienced. Surprisingly, a fairly large snail had found its way into the air intake, blocking it and starving the engine of air. Presumably, while at Llandudno being parked under trees and next to hedges "out of the way", our little friend "speedy" had climbed on-board and made itself at home! Marc later recalled having picked a snail from his headlamp before setting out.

Thanks to the guys at The Potteries Motorcycles & Scooters for their perseverance



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finding fault, presumably one of the more unusual problems they have come across! The bike now clearly exceeds the performance of his prized (61) Lambretta 125 Li and more than lives up to expectations. Escargots a la Bourguignonne for dinner anyone!

Julie Hill

The Fury

Thought you guys might like to see an update on last year's DNCC feature scooter called Little Horror. Since then it has been resold to a good friend of mine minus the engine, and part matt-blackened. I swapped it with him and decided that as it is a piece of scootering history, it should go back to how it looked (or as close as I can get it). It hasn't got the trick paint or the lavish engraving but... it's my kinda homage to back in the day kinda things, so please note it is not inch perfect, it was built in our back kitchen and it's rattle canned. I sourced the chrome (not the original but the best I could find) with the massive help of our son Connor and used Northampton Platers for some of the re-chroming... and added a massive dollop of old skool 'get the fuck out there and ride it'!! A minor stroke back in 2015 slowed me down

a bit, but I still get out as much as I can as we all know life's too short. This is my 40th year of owning/riding scooters yet 1979 seems like yesterday. Anyhoo... I hope you like what you see and it puts a smile on a few faces. Ride safe. PS – I know it gets said loadsa times, but great mag as always... keep up the good work!

Deano



LEGAL Q&A



This information is provided by Stephen Hattersley of WildWood Legal, a firm of solicitors specialising in claims for injured scooterists. Stephen, a qualified solicitor for 25 years, has been riding scooters for more than 30 years and has acted for injured riders across the UK. He knows the tricks and pitfalls that insurers use and pulls no punches in his dealings with them. He rides to work every day and understands the challenges you face out there.



Q. I have just settled my injury claim. My solicitor says that a chunk of my money has to be paid back to the government as I received benefits while I'm off. Why should that happen – it doesn't seem fair?

A. You are not the first to be annoyed about this as it frustrates a lot of injury victims. Your solicitor is right – a defendant must repay the government any

benefits that you have received due to your accident-related injuries so that the taxpayer is not out of pocket as a result of the defendant's negligence. The defendant can usually, but not always, deduct these from your compensation (depending on particular circumstances). The logic is that you have effectively received the benefits as a result of the accident so you are not actually any worse off when the

claim settles and the defendants deduct the amount of these.

The moral is to use the benefits carefully and to think of them as 'down-payments' on your compensation award.

If you need advice on a scooter-related legal question, email stephen@wildwoodlegal.co.uk. The best Q&A will be published in Scooter magazine in confidence.

More autos!

I have to agree with Brian Russell's letter in the November issue. These days there seems to be few test ride reports of new scooters on the market – granted that most are automatic. Such reports seem to have disappeared with the demise of Twist and Go, so I would've thought going forward, *Scooter* may have been a combination of both. Sadly not to be. Like Brian comments, an article on the Royal Alloy 300 would be good. And the new Lambretta, not the old "new" Lambretta. An article on the origins of Royal Alloy for instance; a comparison of the new variants of the new Vespa HPE, for instance, what you get on the Sport as compared to the Touring. While acknowledging that autos make up an increasing number of attendees at rallies, the magazine seems mainly devoted to classic two-strokes. I have to say rally reports (unless you were there) and loads of custom scooters hold little appeal to me, but each to their own. The only two articles that held my attention in the November edition were

the Vespa 448 and Bonneville Record Breakers.

Ian – New Zealand

Hi Ian,
thanks for the letter. Classic two-strokes, custom scooters and rallies may not hold your attention... but they do appeal to many (most?). Also, *Scooter* (both the magazine and the scene) is a broad church, so we try to make sure we offer something for everyone. It seems we managed that for you with the Salt Flats and the Vespa Twin articles at least. In regard to autos, fear

not... the RA300 review is coming, and our opening feature this month in *Kickstart* is Stan's year-end review of the GTS HPE... so stick with us, we are getting there!

Regards
Dan



Alan Newton having a read while on his holiday houseboat in Kerala, India.



Geoff Adkins and friends riding round Kraków on electric scooters. He says: "They were a bit slow but good fun, wish I had my SX here, thankfully we had our *Scooter* mag to read."

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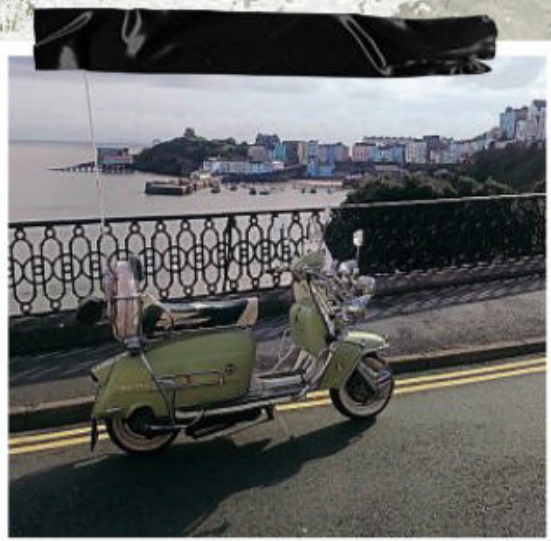
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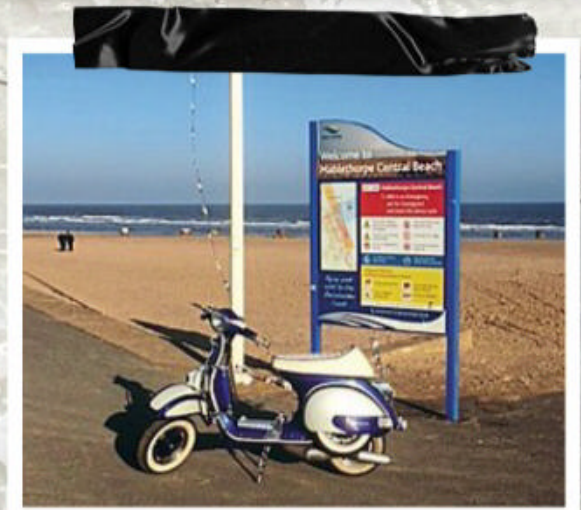
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DATA: Protection of your personal data is important to Mortons. Your data will be stored securely and only be used for the purpose of processing the competition and notifying the winners. Data will then be destroyed.



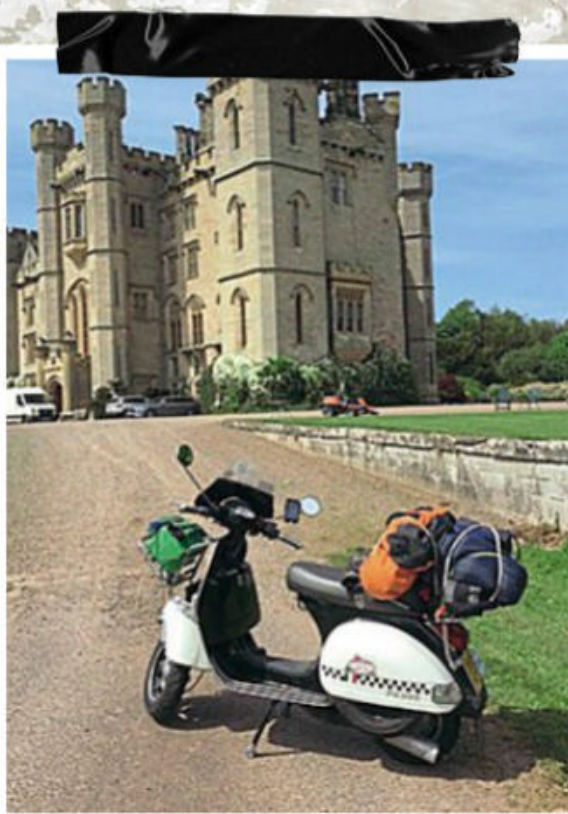
Mark Rathbone's Series 2 and Series 3 at Tenby Harbour.



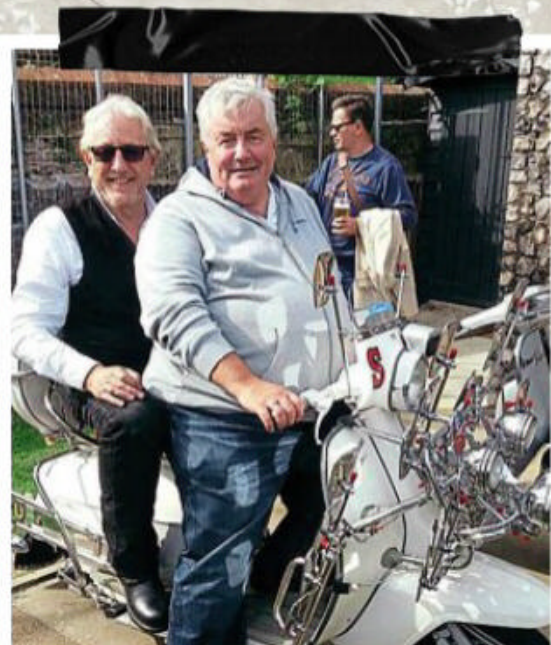
Phil and Lindsey Jones from Ace of Spades SRC Mod-themed wedding on Halloween 2018. Sent in by Mark Jones.



Steve Green's (Vesperados Scooter Club, Wombwell) Vespa PX on the beach at Mablethorpe.



Touring the Scottish castles. Sent in by Ian Holmes.



Barry Lloyd's scooter was featured in the film Being, and the first photo was taken at the showing in Lewes. The other photo was at Kenny Jones' Polo Club, as the bike was in The Who's 50th Anniversary DVD, hence the connection.





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LAMBRETTA S.D. 150cc - 1937.

Innocenti of Milan began building Lambrettas in 1946 and soon the Lambretta and Piaggio's Vespa were established as the two most successful scooters in the market. The Lambretta's two-stroke engine was mounted in front of the rear wheel, which resulted in better weight distribution than the Vespa, and final drive was by shaft. The Lambretta and Vespa designs were very different to each other. From 1950 the Lambretta chassis construction was based on a simple, large-diameter tube, and bodywork was an optional extra although it later became standard. In this machine's model name the letter "L" indicates that it is fitted with bodywork and "D" signifies the fourth series of machines. The 1D model sold in vast numbers until it was discontinued in 1959, they were very popular in the UK in the sixties when they were a symbol of the Mods. Production of Lambrettas ceased in Italy in the 1970's but continued under licence in Spain and India.

SPECIFICATIONS.

Engine:	Fan-cooled two-stroke
Capacity:	148cc
Power Output:	8bhp
Transmission:	Three-speed hand-change gearbox, shaft drive
Frame:	Pressed-steel monocoque construction
Suspension:	Single-sided trailing-link forks, rear drive housing acts as swingarm
Weight:	75kg (165lb)
Top Speed:	60.5 km/h (38mph)

This Lambretta was very kindly donated to the Museum by Mrs Lucas from Rugby. Her late husband, Wilfred, purchased it new in 1957 and they both spent many happy hours together on it. It cost £164.15s. 3d. the million was an extra £1.10s. and the number plates were RSD 74 at that time was 15/4d and a gallon of petrol was 6/1d. The Insurance was £4 13s 4d.

Chris Fogarty's LD150 Mk3 1957 scooter, which was originally in Stanford Hall museum for 49 years. She's in great condition and is running beautifully.



Russell Waterson's 1999 T5, which he recently got from his brother.



Mark and Karen Greatorex's wedding day.



John Savidi sent this one in of his first PK in 30 years. He tells us: "Spotted this one on that online auction site with 46 seconds to go, so an alcohol-fuelled bid saw me the owner of my first PK in 30 years, and my first small frame in the last 10. A run down to darkest Wales followed and it is now back up north."

"My other scooters are rats so this fits right in, held together with gaffer tape and a prayer, though it runs and, after some fettling, everything seems to work to a fashion... surprisingly, it has a year's MoT. I've yet to ride it any distance as a piston in the tool box indicates it may have had a recent engine rebuild, so perhaps running it in is the wisest option."



Michael Stockwell and his wife's scoots.

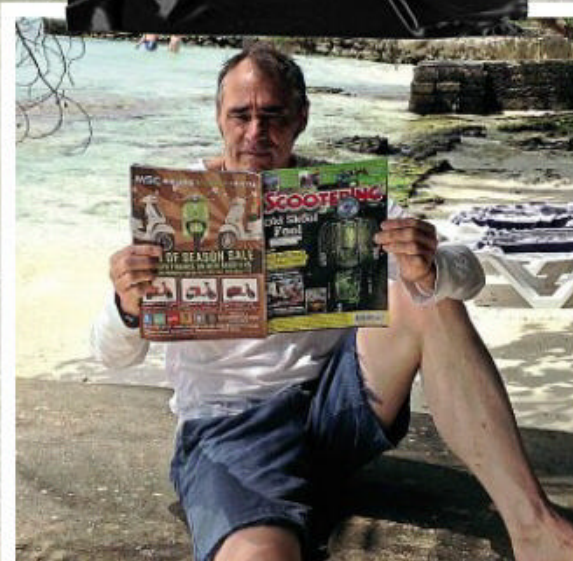
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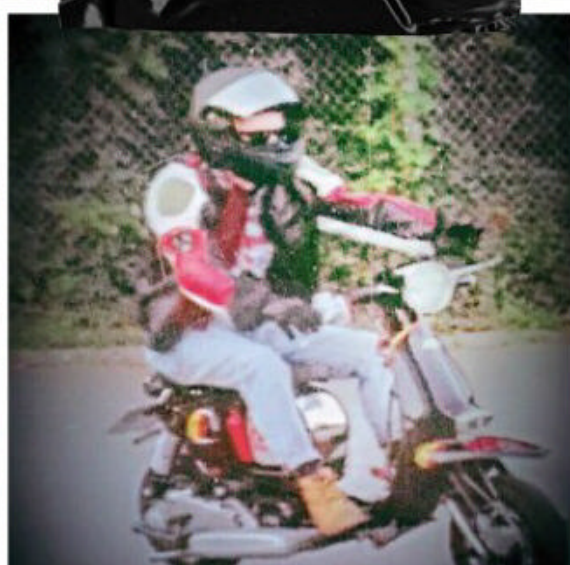
Steve Reeve and his granddaughter Faith Reeve.



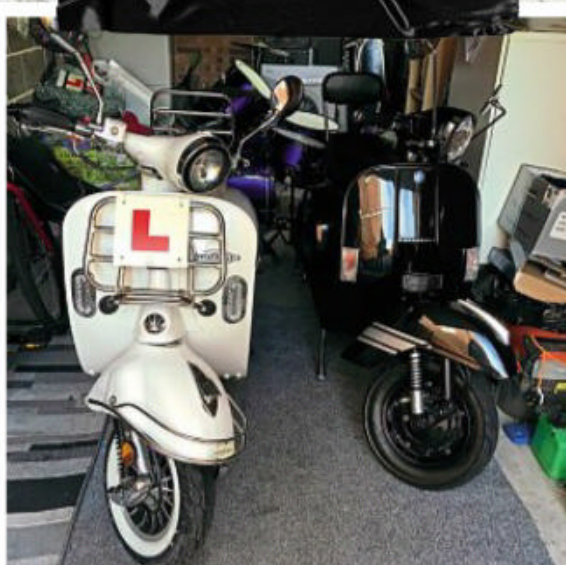
Blev Havord's J Range and brother's TV175.



Bernie Griffiths enjoying reading his scooter mag at Rannalhi resort, Maldives. Sent in by Tracey Griffiths.



Smallbrook stadium, IoW Rally, 2017. Sent in by Andy McKee.



Owen Dawson's Vespa PX125 and AJS Modena 50.



Grant's Vespa PX210 Malossi.



Jason Matthews' S1.



This is Maisey and Harrison on Grandad Shaun's Li 195 RT. Sent in by Shaun Dewar.



Toby Sligo's 50th anniversary Primavera on Southend seafront.



Bryan B's 1967 Vespa Douglas Nuova.



Hiney's scoots: Vespa PX, Vespa Sprint 1971 and MP3.



Darren Janes' early wedding present from the missus.



Gwynedd Dragons SC. Sent in by Ian.



Dave Banks sent this in of his twin girls on their Christmas Day run around the block.



Pic of Mille Miglia from Al Lowe, Auckland, New Zealand.



Marko Meinen and his son Jona on Marko's Lambretta SX 150 (built 1966).



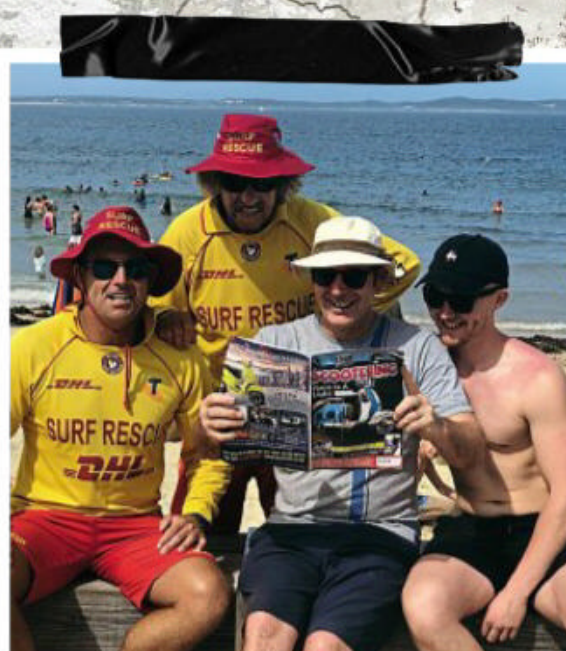
Luca Skelton's 1965 LI150 Special and his mate's GP having a rest at Hull Marina.



Paul Corner sent these in and tells us: "Having just read the article in this month's magazine about the 50th anniversary of the Small Faces album Ogdens' Nut Gone Flake, I thought you may like to see a photo of my S3 with the artwork on my panel which was done by my brother-in-law, Steve Slight, for my Christmas present!! The other panel features The Kinks' single Lola, which the scooter was already named when I bought her 18 months ago."



Ben Rising's restored Italian LI125.



Sam and Paul Elsom on holiday at Cronulla Beach, Australia.



Billy's SX150 in Pattaya, Thailand.



This is Alastair, Bryan and Frank from Maidstone & District SC (Kent) at John O'Groats while completing the North Coast 500 last June before heading to Belfast for VWD.



LASC's legend, Vespa Mick. Sent in by Brett.



Bernard Coleman and his son Tyler.



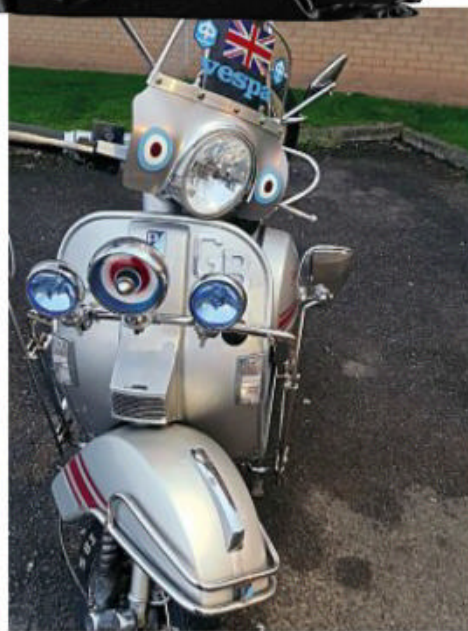
Brian and Martin's Scomadi 125s.



Proud dad (Andy) with lads (Richard, right and Grant, left) and almost all of their scooter collection. Sent in by the Chambers family.



Terry Andrews' toy.



Grant Ritchie's 2003 Vespa PX.



Alan Dean's PX125/180.



Geoffrey Woods's first scooter, bought for £25 when he was a teenager. He says: "The Roma was an Italian designed scooter, (Bianchi), manufactured under licence by Raleigh in the UK.

"It had three gears, and the final drive was by chain. The fuel ratio was 16:1. The engine was inline with the tubular frame slung underneath. It was air cooled via a scoop on the front mudguard. Unfortunately, my example jumped out of second gear and had a broken kick-start spring. A bungee elastic held the lever clear of the ground. Even in the mid-Seventies when I owned the machine, spares were hard to find. No internet then!

"I eventually let it go free of charge to a renovation enthusiast after it had been stored outside for 10 years. The photos date from that time."

Least crap snap



THIS MONTH'S WINNER: Bob Beaver sent this in of his wife, sitting on his SX200, which was taken in 1968 when he lived in Cyprus.

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PROJECT POLAND: FOR YOU... THE TOUR IS OVER

Last month we left Stan and his Quattrini with more than a thousand miles to cover on their jaunt to Poland. In this edition he gives his verdict on the Quattrini's touring credentials.

There's no doubt that the Quattrini 210 is a revolutionary piece of engineering. Its launch realised the humble Lambretta small block's potential but Quattrinis have a reputation for being high horsepower, high revving and high maintenance machines. With Project Poland we set out to discover whether or not their Lambretta kit could handle a trip around Europe. We certainly hoped so as Stan had a very special target in sight – namely Zagan, the site of an iconic Second World War story, best known as The Great Escape.

Crossing the old border: Spangenberg to Colditz

It is 30 years since East and West Germany were reunified but once off the beaten track it's clear that the East's infrastructure still hasn't caught up with that of its former adversaries. Road surfaces can be challenging and it's not unusual for smooth asphalt to suddenly

change into cobbles. This was a long day in the saddle but I never lost the feeling that I was travelling through history. The 20th century's turmoil could almost be forgotten, the landscape was filled with towns that were already ancient when Napoleon's army marched on Moscow.



WELL OILED

One train of thought I don't buy into, philosophically or practically, is that "all two-stroke oils are the same". They aren't, period. Our two-stroke forebears may have got away with rough mineral oil but then they also ran the risk of rickets. A simple change in lifestyle all but eliminated the latter and modern two-stroke oil's formulation does the same for plug fouling and excessive wear. Spending four figures on an engine rebuild and then scrimping on oil makes no sense to me, particularly when informed advice is so easily available.

I made a quick call to Silkolene's advice line and told the boffin at the end of the line the type of trip I was planning and the Quattrini's technical specification. Having considered all the facts, the recommendation was to use their fully synthetic Comp 2 Plus. This, mixed at 3%, is the only oil the engine's ever consumed. Not once on the trip did I feel any signs of an impending seizure and the cleanliness of burn can be gauged from the fact that I only furred one plug and that was after around 1400 miles. I've used no fuel additives and although I tried to stick with E5 petrol, the Quattrini also seems to have been happy with the odd tank of E10.

The gearbox has also been treated to Silkolene's ST90 gear oil and the post-ride oil change showed very little contamination, once again suggesting that it's a quality oil which is more than capable of handling the demands of a tuned engine.

A pleasing aspect of the East's retro nature was the number of kids on mopeds. Simsons and even classic Schwalbes were a common sight – if they'd been FS1Es I could have been persuaded that I'd time-shifted back to my youth.

The White Castle: Colditz to Dresden

Ever since I'd watched the TV series in the 1970s I'd been fascinated by Colditz. Unfortunately my plans to visit had been coloured by the recent experience of some scooterists who'd had their luggage rifled and scooters kicked over in the car park. Having made the trip, I think they must have been very unlucky. The castle is



This is an ancient landscape



Memorial to the 50 murdered escapees



The exit to tunnel 'Harry'





UNDER PRESSURE

I've been a big fan of Michelin's City Grips for some time, they've good all-weather traction and on my Casa 185 engine a rear tyre's lasted around 3000 miles. Before leaving for Poland I fitted a new rear tyre and was surprised to find that after 1700 miles the Quattrini's extra power had scuffed the Michelin's tread down to the legal minimum. One reason for making the trip was a visit to Heidenau's factory and that, combined with feedback from other riders, has persuaded me to fit a set of their K47s. Time will tell if that's been a wise decision.

I've previously reviewed Michelin's Tyre Pressure Monitoring System (TPMS), coming to the conclusion that it's a good product with an appalling mount. Despite information published elsewhere, the special valve caps fitted easily to my GP but even though I'd found somewhere to secure its base, the reader unit still managed to vibrate loose. My decision to bodge it into place with gaffer tape was a wise one as I'm pretty sure the unit saved me from disaster.

On the first weekend of the trip temperatures hit the low 30s and some perfect curves saw me pushing the fully laden

scooter to my limits. Having stopped at a junction I smelled burning and having confirmed that my panniers hadn't slipped on to the muffler, my eyes caught the TPMS. Incredibly, the mix of road temperature and enthusiastic riding had seen the rear pressure rise from its usual 30psi to an incredible 48! For anyone wondering how blow-outs happen, there's the answer. I genuinely believe that had it not been for the TPMS I'd have shrugged my shoulders and after a few more miles been spread over the road surface. The mounting may be badly designed but I'll be taking the TPMS on all future trips.



Harry's path is clearly marked.

surprisingly poorly signposted from the town centre but it's a peaceful spot. There's a small car park close to the main entrance but my tip is to ride up the ramp to the East Gate, kill your engine and use the bicycle racks inside the courtyard. I'd also recommend booking a tour. It's a rambling place and much of it is under renovation. There are two permanent exhibitions but iconic sights such as the glider loft, guardroom and theatre are spread around the site. In the absence of a German army guard force, a pragmatic decision's been made to keep them locked. No guide, no key. Thankfully I'd allowed plenty of time for a short distance to be covered today and I spent most of the morning soaking up the site's history.

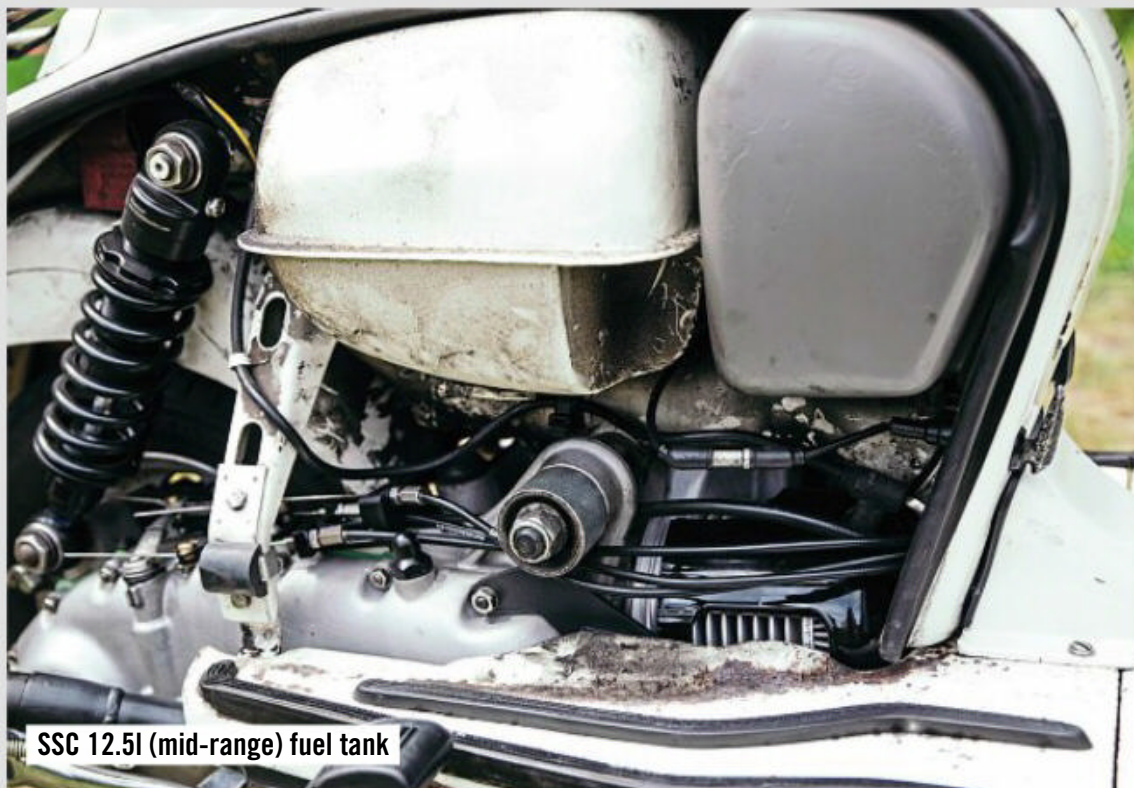
Poland at last: Dresden to Zary

I didn't expect a marching band and cheerleaders but the border crossing into Poland was something of a letdown. It was almost a year since I'd pitched the idea of a pan-European road test to Dan but all that marked my passage into Poland was a very small 'Welcome to Poland' sign.



ENGINE AT A GLANCE

Engine: Quattrini 210 kit built on a Spanish casing
Carb: Dell'Orto 30mm VHSH
Crank: SIP 60x116 (218cc)
Ignition: BGM
Plug: Denso W27ES-U
Clutch: LTH 7 plate
Sprockets: 18 front 46 rear
Gearbox: AF Rayspeed Clo5e, 5 Speed (34 tooth 5th gear)
Suspension: Front, BGM. Rear, Readspeak



SSC 12.5l (mid-range) fuel tank

FUEL CONSUMPTION

Over the trip I covered 1692 miles (2723km) and used 38.5 gallons of fuel. Quick maths reveals an average consumption figure of 44mpg but that's only part of the story.

My GP is fitted with one of Saigon Scooter Centre's 12.5-litre (2.74 gallon) tanks, so the Quattrini's theoretical range is around 120 miles. Fortunately (for the

test) I ran the tank from full to dry on two occasions, neither of them planned. While enjoying some twisting back roads I achieved 115 miles, a very respectable 41.9mpg. More surprising was the thrash home along the M62. With home almost in sight I opened the throttle wide and was rewarded with an empty tank after only 75 miles, a far more thirsty 27.37mpg.



Simsons are still usable classics



Zagan is home to Poland's Armoured Brigade



Remnants of the camp poke through the undergrowth



Crossing the Polish border, now what?



Colditz

I took a few photos, changed the currency in my wallet and rode off just as it began to drizzle.

Although the Great Escape camp had been situated just outside Zagan, it was the nearby town of Zary that won my business. Although no one's going to enter it into a 'Poland's prettiest town' contest, the Glas Hotel's staff delivered on their promise of lending me a lock-up garage for my stay. They also cooked a mean pizza and supplied beer at ridiculously low prices so I was happy with the choice.

Zagan: Hello Harry

The Great Escape is one of the most iconic war films of all time. Admittedly, it's a Hollywood interpretation of the truth but the real life story is no less inspiring. The prisoner of war museum is situated a few miles outside Zagan and contains artefacts recovered from Stalag Luft III, the PoW camp which once occupied the site. It's well worth a visit but my objective was to be found up a gravel road around a mile closer to town than the museum.

Having prayed that the rough shale track wouldn't shred my tyres, I finally reached my destination, a small clearing in the forest where a replica watchtower stands mute guard over a memorial. There, a stone caps the exit of 'Harry,' the tunnel through which the escapees passed. The path of the tunnel is marked by a concrete path that terminates at what had been the tunnel's entry point.



HOW FAST DOES IT GO, MISTER?

Most of the trip was on back roads where the Quattrini could push forward at an impressive rate. One quiet morning I rode 78 miles in one-and-a-half hours, an average of 52mph. Considering that I was slowing for towns and villages along the route, I doubt that I could have covered the ground much faster on my GTS. On the Autobahn the maximum speed I managed to GPS was 77mph. I think the engine has more to give but as I'm 6ft 2in and enjoy a pint, aerodynamically speaking the

Quattrini was pushing a wardrobe door along the highway. Factor in luggage and it was probably dragging the wardrobe's contents as well. Getting my head down didn't help matters as that shifted too much weight over the rear wheel. Above 75mph the front end became far too light for me to safely push things any further.

In touring guise the Quattrini's natural environment seems to be around 60-65mph, a speed at which it will sit all day without complaint.

Although most of the camp was 'recycled' after the war there are still foundations to be found in the undergrowth, notably the 'cooler' and hospital block.

Close to this modern memorial is one of an earlier vintage. This commemorates the 50 escapees who were caught and murdered on Hitler's personal orders. It was a sobering end to the trip and a sight that I shall never forget.

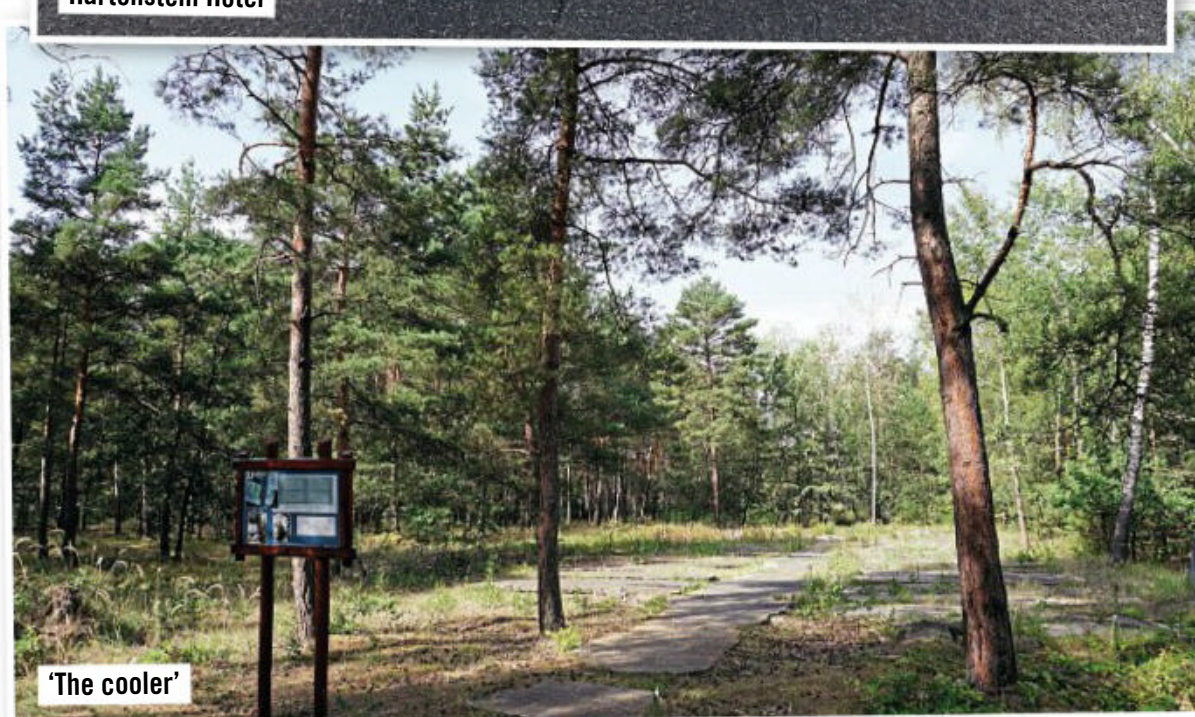
Final outcome

Of course Zagan wasn't my final stop, it was only the halfway point – but other than a detour through Berlin and a quick stop in Arnhem, the journey home was uneventful. That's a word I never expected to close the Quattrini test with but other than a fouled plug, the engine ran without complaint or hesitation.

For any long distance two-stroke tour to be successful I believe three things need to come together. The build has to incorporate the best components possible, which must be assembled by someone who knows what they're doing, and finally they should be ridden sympathetically. Skimp on any one of those and failure is never far away. I like to think that I played a small part but there's no doubt that the selection of components and quality of build ensured the success of this trip.

So is the Quattrini more than a weekend screamer? Absolutely. In fact I'm already planning its next adventure...

Words and photographs: Stan



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High flying hybrid

The effort that goes into producing some scooters is inspiring. Andy Priestley's hybrid has been picking up awards all over the country; it was time to investigate the detail...

Before starting this project Andy had previously built a Lambretta with a two-stroke KTM 250 EXC engine, which gave out 50bhp and had a race-style paint job. For his new project he wanted a more reliable, rideable and less thirsty scooter, so a GTS 300 engine seemed like the perfect choice.

When he was considering the various options of how he wanted the scooter to look, he was initially going to go down the route of a race dealer-special type theme as he'd always liked that style of paintwork. With the basics organised, Andy's intentions for the engineering and paintwork seemed pretty much finalised; or so he thought. "My plan for the paintwork completely changed when I got chatting with a friend of mine, Will Thompson. Will had recently retired and was learning custom spraying and airbrushing. We got talking about my GP/GTS project and Will ended up inviting me over to his to have a look round his workshop. While I was looking round Will's workshop I saw a motorcycle fuel tank hanging on the wall, which was one of his tester pieces. The fuel tank had some of Will's airbrush art on it, but it also had a marble-effect base coat which he'd completed and it looked amazing. As soon as I



ing



saw it I knew immediately that this was the style of paintwork I was looking for and it completely kicked the race dealer-special paint job idea into touch!"

Organisation

With the idea for the paint finalised, Andy set about getting on with the build. "I'd purchased a written-off GTS engine which was running, a set of Piaggio X9 forks and a front wheel from eBay. The rest of the parts I bought from parts fairs." The first job to get the correct ride height was to weld the Lambretta fork stem to the X9 forks. Also the addition of the X9 forks would raise the front end of the scooter and give a good angle for the radiator to cool under the legshields. Andy then jiggged the frame to make sure the front and back wheels lined up correctly. The rear portion of the frame was cut and raised to a higher angle to accommodate the custom twin rear lights and sprint rack. The most time-consuming but probably the most important job at that stage was the seat height. "The original height of the seat was too high, so I had to drop the frame loop by 25mm to get it to the correct level so I could sit comfortably on it at rest."

Connections

With the relationship between the seating position and the practicalities of the frame fabrications organised, the frame developments continued. One of these developments was Andy's forward planning and intelligent thinking to fit the original Lambretta toolbox on its side under the frame loop so it would neatly house the electrical connections under the seat. In relation to the bodywork, the addition of

“ I'd purchased a written-off GTS engine which was running, a set of Piaggio X9 forks and a front wheel from eBay. The rest of the parts I bought from parts fairs.”

the X9 forks meant that the turning arc of the forks was wider than that of an original set of Lambretta forks. "This meant that the front mudguard had to be cut and flared to prevent any contact with the forks. To get round this, and to keep the smooth lines of the scooter, I literally had to think, 'outside the box'! To make the alterations to the mudguard I used an old biscuit barrel tin, which I was able to manipulate into the shape I wanted. Once it was in the correct position I riveted it into place and then fibre-glassed and filled over it. When everything was dry it was just a case of carefully removing the biscuit barrel and sanding down the new fabricated fibreglass area to get a smooth finish." The horncast is also incorporated into the front mudguard. To complete the blend of the two body parts, the mudguard had to be raised to meet the horncast about halfway above where the original horncast grille would have been. These two parts were then attached together with a bracket hidden underneath; fibre-glassed together, filled and sanded. The one-piece horncast/mudguard then had to



- 1. Checking the fit
- 2. Engine management
- 3. Fabricated GP frame with GTS cradle

- 4. Fitting the radiator
- 5. Fuel tank fabrications
- 6. Nearing completion

- 7. On the bench
- 8. One-off body panels





be positioned carefully to line up with the raised angle of the legshields created by the combination of the adjusted frame stem and the X9 forks. The side panels have been extended by 1", which allows for the position of the adjustable gas shockers and maintains the smooth lines of the scooter. The handlebars are GP drops which have been shortened slightly and have motorbike grips and controls.

Detail

Cooling is managed by the original GTS radiator and a fabricated fuel tank sits neatly behind the legshields and gives the appearance of being a spare wheel. "The fuel tank is an off-the shelf item, which I fabricated to fit the scooter. It has a built-in fuel pump and fuel sender, along with a Malossi fuel commander, which adjusts to the demands of the engine and a Polini variator for better acceleration. Altogether the fuel tank holds about eight litres of petrol and gives me around 130 miles of range." While Andy had been developing the engineering elements of the build, under Will's guidance he'd also nearly completed the paintwork. "During the process I decided that I wanted to add some personal touches;

and I have to admit, I did choose to keep some elements of the race-paint style I like so much. So I endorsed the scooter with some brand logos and a number 25. I chose the number 25 because the 25th is the day of my birthday and it's the birthday of my first grandson, Jasper. We're both Christmas Day babies! Although I'm not so much of a baby now!" Andy laughed. With everything just about complete, it was time to rebuild the scooter and add the body panels. "You wouldn't believe how careful I was. The marble-effect paint, the graphics and the lacquer had all worked out perfectly and causing any scratches wasn't an option; there was a lot of hard work at stake!"

Final outcomes

This scooter is a hybrid that has been built and developed with commitment. Andy's used critical thinking, initiative and his experience to overcome all sorts of issues,

SCOOTER SPECIFICATIONS

Name of scooter: Lambretta GP GTS

Scooter base model: Lambretta GP 200

Inspiration for project and theme: I

wanted a reliable scooter for rallies but hopefully with a bit of street-cred!

Time to build and by who: Eight months (every Saturday!) by myself and Will Thompson.

Any specialised parts or frame mods:

Piaggio X9 forks with 14" front wheel and twin disc brake. Front mudguard moulded to the horncast. Drop handlebars with digital speedo. LED front indicators on legshields. LED rear indicators and built-in rear lights. Petrol tank in spare wheel with built-in fuel pump and fuel sender. Adjustable gas rear shocks.

Engine spec: GTS 300 engine
PM exhaust

Polini variator

Malossi fuel commander

K&N Hi-flow air filter

Dyno: 19bhp

Describe engine performance, power delivery and scooter handling: The scooter is very comfortable and rides like a modern bike.

Top speed & cruising speed: 70-80mph all day.

Is the scooter reliable: Yes.

Paintwork and murals done by: Myself and Will Thompson.

What was the hardest part of the project: Only being able to work on the scooter one day a week!

Do you have any advice or tech tips for anyone starting a project: Before you cut the frame, make sure it's all squared up, level and fixed so when you add the new frame and engine the wheels are in line!

Thanks to: A big thanks to Will Thompson. Without his help and the use of his workshop the project would have taken a lot longer. Also big thanks to my wife Ali and Will's wife Deb for their support.



OWNER DETAILS

Name: Andy Priestley (aka Pud)

Job: Fire protection engineer

Scooter club and town: LCGB & Skegby SC, Sutton-in-Ashfield

First interest in scooters: At the age of 14 I got into northern soul. Some of my mate's older brothers had scooters (a Lambretta GP150 and GP200, which I owned a few years later!)

Your first scooter: Lambretta GP150.

Favourite scooter model: Lambretta GP.

Favourite style of custom scooter:

Street-racer; but any that's had work done to it.

First rally or event: Scarborough '79.

How did you get there: On my GP 150 until the splines went on the back wheel. Then it was in a van for the rest of the way!

Any stories: I ordered an Arthur Francis Super S Type 250 in late 1980. When I picked it up in 1981 I was surprised to see sign-written A F Rayspeed. Ray Kemp had to convince me and another guy who was also picking his scooter up that this was the new way – the rest is history.

Favourite and worst rally:

Favourite: Scarborough

Worst: Keswick (Fire bombs/war zone!)

What is the funniest experience with a scooter: I built a Lambretta with a KTM 250 EXC engine, which gave out 50bhp. At the Santa Pod rally I was bragging all weekend that I would be riding it home alone because no one else in the club could keep up. Sunday morning arrived and the stator went, so I had to van the scooter! I guess it was payback and there are some club members who've still got the photos to remind me about, which they enjoy doing!

What's the furthest you've ever ridden on a scooter: Isle of Wight and Holland.

What do you like about rallies: I still get a buzz when I arrive at the destination. Plus meeting new and old mates and checking out all the scooters.

What's your favourite custom scooter of all time: The custom paint on some scooters now is unbelievable but the one I've never forgotten is 'Time, Trouble & Money.'

If you had to recommend one scooter part or item of riding kit, what would it be: Mobile phone. No matter what scooter you've got, at some point you're going to need it!

What's the most useless part you've ever bought for one of your scooters: Any aftermarket part always needs modifying.

which have presented themselves throughout the build. When it's come to the paint, he's taken up the challenge, worked outside his comfort zone and with the help and support from his friend Will he's produced a fantastic job. The work Andy has put into the development of this scooter has paid dividends. The scooter is certainly ridden not hidden and the successes he's achieved are evidenced by the numerous awards he's won with this scooter at events all over the country.

Words: Stu Smith

Photos: Gary Chapman

“ You wouldn't believe how careful I was. The marble-effect paint, the graphics and the lacquer had all worked out perfectly and causing any scratches wasn't an option; there was a lot of hard work at stake! ”



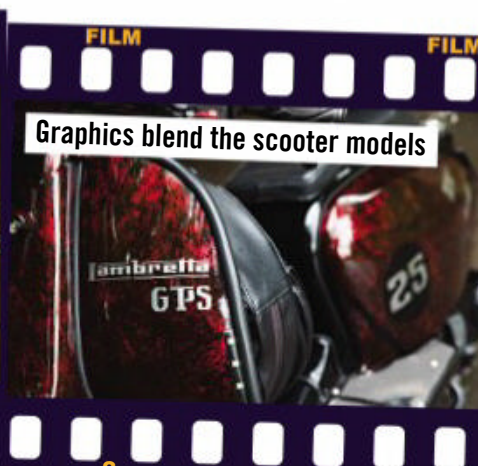
GP drops and hidden fuel tank



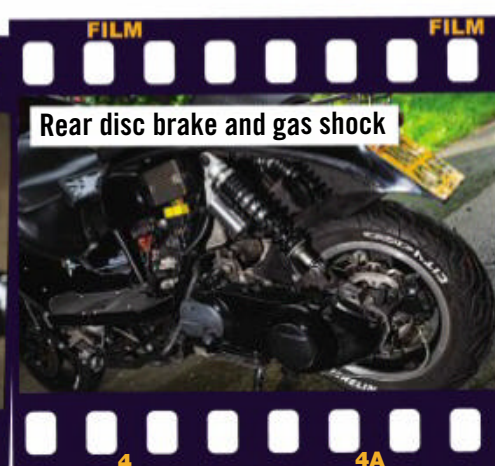
Stu interviews Andy for the detail



Race-style seat adds to the look



Graphics blend the scooter models



Rear disc brake and gas shock

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SCOOTER BOYS

GARETH BROWN

Thirty years have passed since Gareth Brown's homage to a two-wheeled, two-stroke way of life was published.

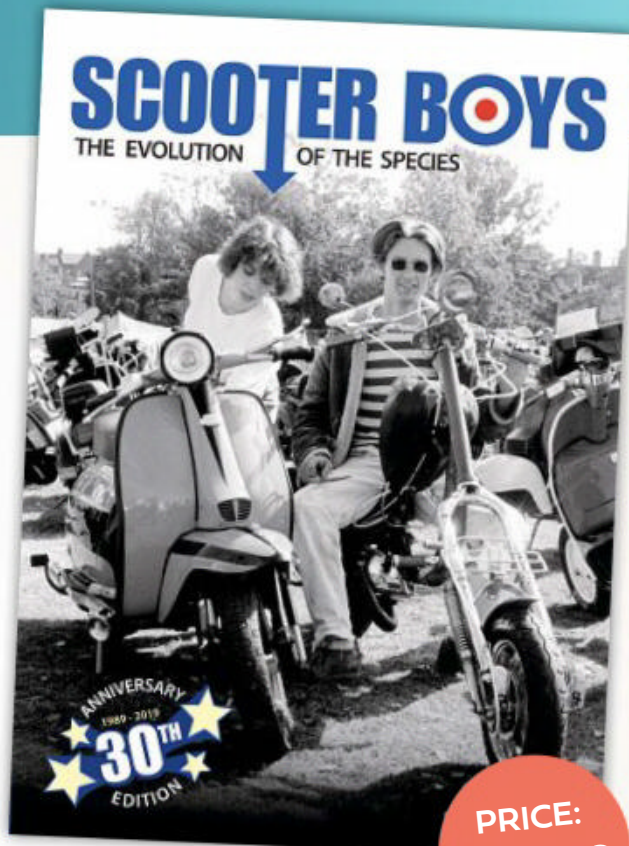
The first edition of his acclaimed book *Scooter Boys*, highlighting youth culture spanning half a century, was first published when Margaret Thatcher's reign as the Eighties Iron Lady was drawing to a close.

Now, three decades on, Brown's book is back to enlighten and entertain a new generation – and rekindle memories for those who were scooter boys and girls back in the day. His informed knowledge of the initial Scooter Boy era has resulted in the 30th Anniversary Edition of *Scooter Boys* being refreshingly updated and published by Mortons, the home of Scootering and Classic Scooterist magazines.

Brown has been a 'face' on the scooter scene since the 1970s, when he was legally able to ride a motor scooter on the road, and scooter ownership and riding scooters has been a passion ever since. He rose to prominence in the 1980s as the scooter rally correspondent and later editor of Scootering magazine, which led to his book – a unique take on the Scooter Boy movement, history, traditions and culture.

Scooter Boys charts the development of the early scooters and the post-Second World War arrival of the Italian scooters from Vespa and Lambretta, followed by the chronicling of the rise of 1950s teenage consumerism which led to the Mod versus Rocker riots of the 1960s. It outlines the intervening years before the massed Mod revival of 1979 onwards, when the Northern Soul scene kept the scooter movement alive, and traces the emergence of the unsung street heroes of the late 20th century and beyond.

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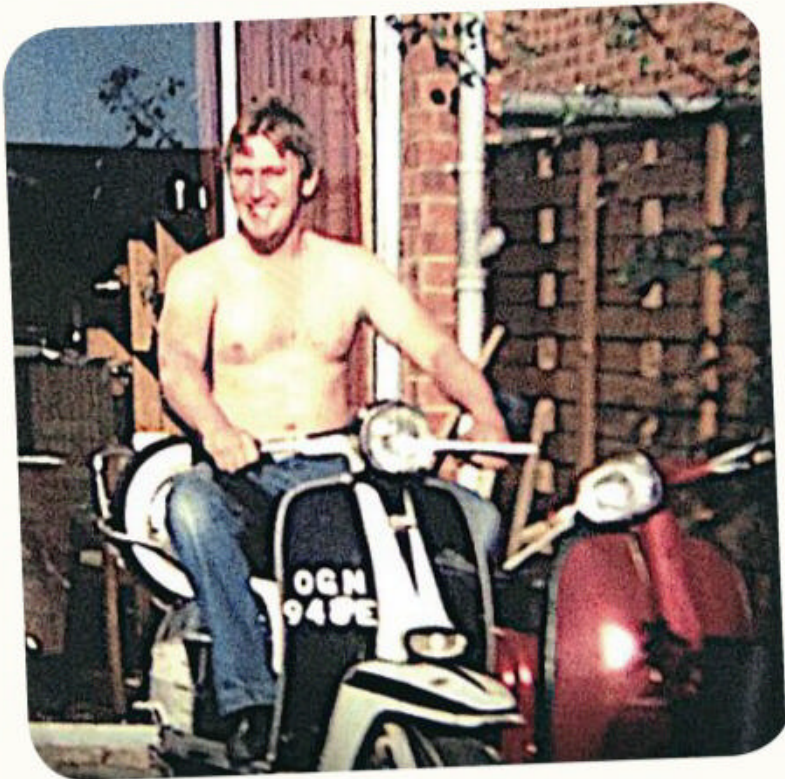


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WAY DOWN SOUTH: THE RICHARD DAWSON INTERVIEW

Some within the scooter scene have made a huge contribution over the years, making it better for all of us to enjoy. Richard is one of those guys...



Richard sitting on his prized SX 200 in the mid-1970s. It's the one Lambretta he still wished he owned



Right: With the scooter club at Edgehill sporting trial. Note the red and white scarf, a Gunners fan all his life

As a young impressionable teenager, I always looked up to those who were older for a bit of guidance. Jumping in at the deep end, to the world of the Lambretta scene, was almost like my first day at school. Most of those present were 10 years older and seasoned pros. As the 'new kid on the block' I felt like an apprentice who was on the first rung of the ladder... and treated as such. The only person to break the ice was a tall bloke with a southern accent. His advice: "Don't worry about them lot... welcome to the club." That moment is still etched on my mind today, and the bloke in question was Richard Dawson.

Usual apprenticeship

Richard's first dealings with scooters were similar to the majority of us, a cheap bargain – in his case a freebie by way of a clapped-out Capri 98 scooter. Living in

Staines, near Heathrow, the predictable proving ground, a common over the back was where the Capri would end its journey. Bump it in first gear, the standard way of starting a scooter back then,

“ Both Kev and Jeff began to have differing opinions on how everything should be run which was difficult because both served on each committee. Stuck in the middle was Richard who now had to be the peacemaker between the two. ”

and for a short while, it ran. But it constantly cut out and with no mechanical knowledge, he and his friends decided the best thing was to throw it in the pond. As it sank, so did the aspirations of owning a scooter for the time being.

It was 1968 and at the age of 14 he was still a while away from being legal on the road. Hearing of an old Series II for sale locally was music to his ears. With best friend Steve, he decided to take a look. The price was £14 and they split the cost in half using funds from their paper rounds. Permission from their parents hadn't been granted – hardly surprising as they didn't even know about the purchase. The idea was simple; hide it out of the way and ride around while their parents were at work. Painted red and black in Dulux paint, with no side panels or front mudguard, it did one thing the Capri didn't – it ran. Once back home it soon became apparent there were issues,

cracked handlebars, and no working lights. The solution was a piece of wood strapped to the headset as a support and the front and back light off his bicycle – in their eyes, making it perfectly legal.

For a while, the worn-out Series II served a purpose before it too suffered the same fate as the Capri. The common at the back was slowly becoming a scooter graveyard. Richard liked the look of the SX and TV style Lambrettas, remembering one that had been parked outside on the street where he lived. By now the GP had been launched but that was well out of his price range. A lesser model would do but the battle with his mother to sign the HP forms was making it difficult. Soon he began work as an apprentice typesetter; now (with funds of his own) the dream of owning a scooter would become a reality.

Quiet times

Now officially a scooter owner, this gave him chance to mix with the rest of the local lads who all had the same vision. Outside of that, there wasn't much going on and the only link was Scooter World magazine. The scene declined after Innocenti had finished production and everything associated with it, including Richard's lifeline, the magazine. As his friends slowly made the switch to owning a car, it started to make him wonder if it was all worth it. He persevered though, and a move to Milton Keynes in 1977 would change everything.

The scene there was much more vibrant and, after being involved with a couple of clubs, he helped form one with his new-found friends. Called the Mercenaries, they were mainly Lambretta based with the odd Vespa thrown in. Somehow, he can't remember why, Richard was put forward as the number 1. Not that he minded – he liked the fact that others respected him in this way. After a local news report of a rally in Scarborough where Mods were attending on scooters, without hesitation he swiftly made the journey to join in. To start with



On the run in the early 1980s, just before he became a major part of organising them

he felt slightly out of place – after all, this was North Yorkshire and he was, as he put it, 'a southerner'. Most importantly there was a huge scene going on that he'd previously known nothing about. The following year there was even a rally down his neck of the woods in Southend. Run by Mike Karslake, which was his way of keeping the Lambretta name alive, yours truly was in attendance. Now, more than ever, Richard wanted to be part of the scene. Even he admits almost giving up and becoming part of the car culture, but thankfully he didn't have to now.

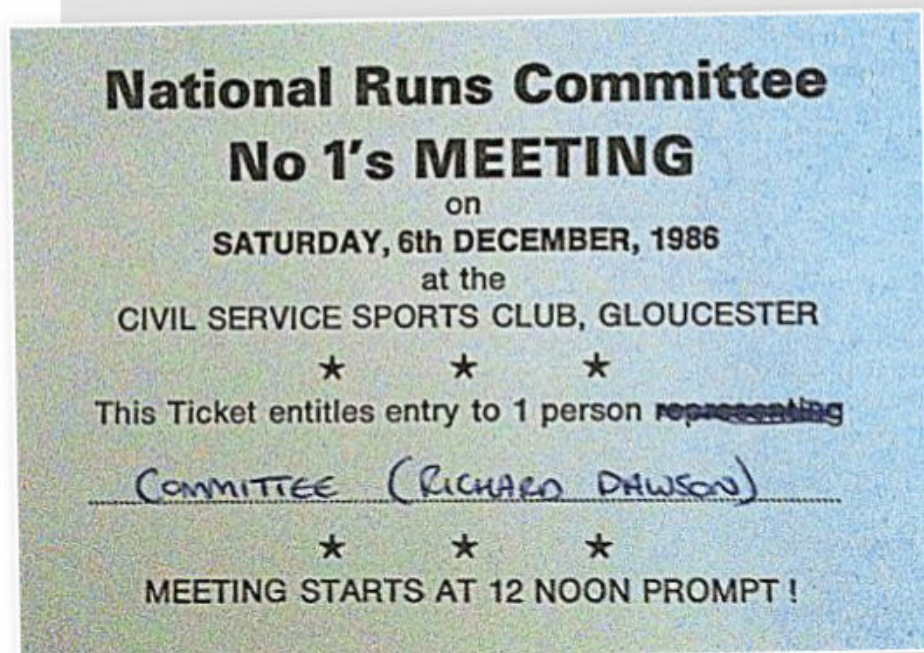
At the rally, talk was rife about a new film being made, we all know the one. The rumour was that they were looking for scooters and their riders to be part of it. To him, it was just a rumour, and he quickly dismissed it as just talk and nothing else. Of course, now he knows different and still says: "That's why I missed out on that film." So what if he wasn't part of it – all that mattered was just how much an impact it made and how important it was to the survival of the British scooter scene.

By the time the film was released he was 24 and had amassed quite a collection of Lambrettas. "Soon these young-looking Mods were knocking on

my door asking to buy one." He obliged, remembering how he had started almost a decade earlier. These young Mods soon became friends and many still are today. More than anything he was gaining respect purely out of trying to help people and this would be a trait that



As long as it was a Lambretta, Richard would have a go at riding one



NRC and LCGB cards showing he was on the committee of the two most powerful organisations running the rallies when they were at their peak

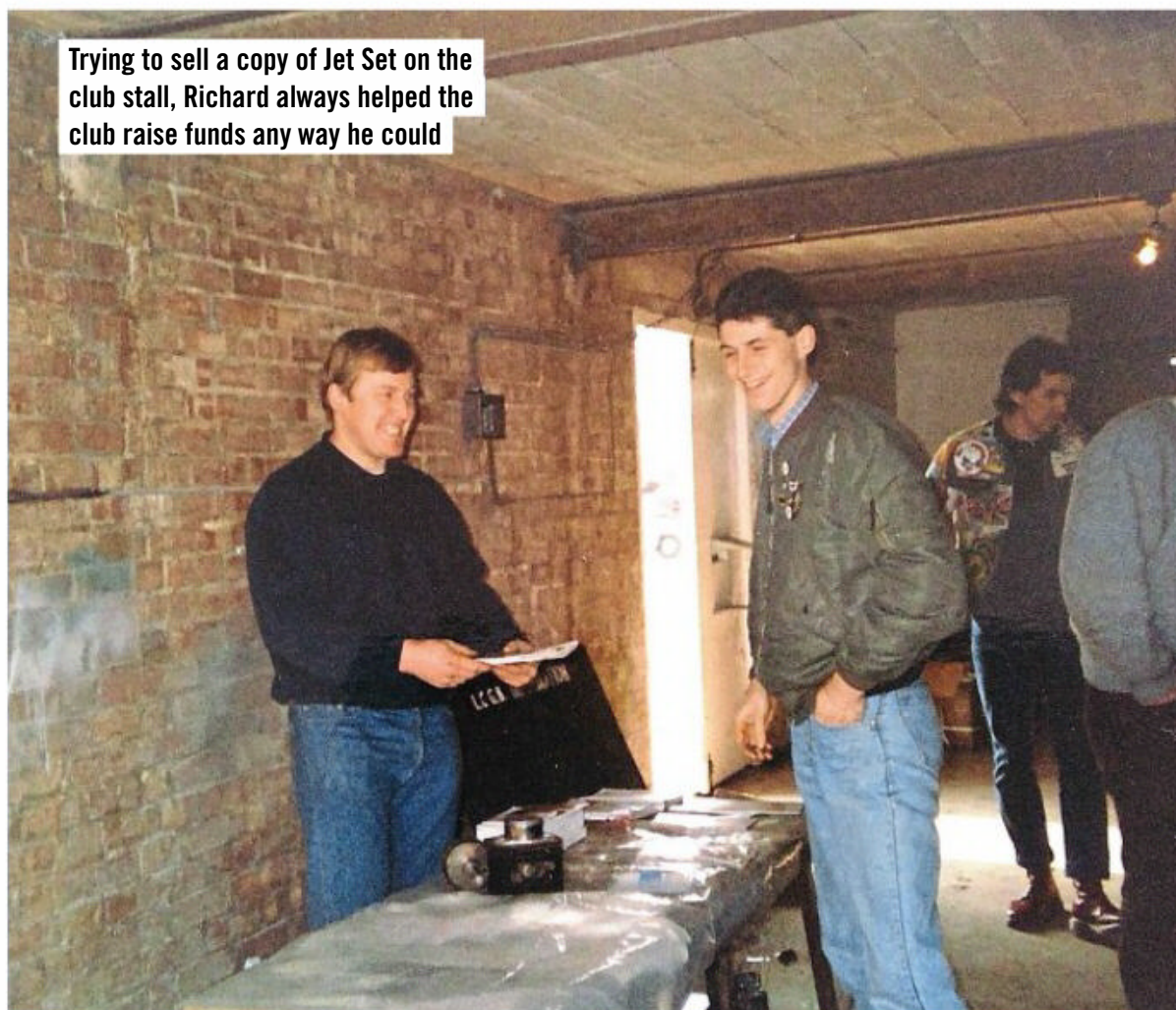
still exists today. As the whole fashion and rally culture exploded into life, Richard found himself right in the middle of it. Little did he know that he would play a very important role in its future.

Phone call

The scooter club was what mattered now and as the 1980s rally scene began to take hold, so did his enthusiasm. It had become apparent that the club was not affiliated to the LCGB, which was required if they were to sign on in its championship. Richard, as the number 1, received a phone call to tell him of the situation, and the person that rang was none other than Kev Walsh. Once the issue was sorted Kev, like so often, carried on chatting. It was what he always did because he was so passionate about the whole scene. Kev went on to explain that the club had no real representation down south, apart from Mark Sargent. Realising that Richard was from down that way and carried some influence, Kev asked him if he would like to join the committee of the LCGB. The offer was instantly accepted – there was never any doubt in his mind and an honour. Of course, it had to go through the correct procedure of him being voted on but that was a mere formality. This gave the club a representative from down south, something that was needed.

Now on the committee, his first meeting was at the beginning of 1984. This was the year that the LCGB had total control of the rallies, and promoters such as Chris Burton became involved. For Richard, it was a lot to take in, going from attending rallies to making important decisions about how they were run. Most of the meetings were chaired up north so it was quite a trip from Milton Keynes.

Trying to sell a copy of Jet Set on the club stall, Richard always helped the club raise funds any way he could



Always in attendance, Kev Walsh noted this, especially as those closer often didn't turn up. Kev rewarded Richard for his commitment by giving him a bigger role within the committee. It was a correct call as he was reliable, not shying away from the important decisions that needed to be made. Organising each rally required a lot of hard work and people who could be relied on to sort problems out.

Peacemaker

Becoming more and more involved, it wasn't long before Richard was installed on the National Runs Committee (NRC).



On the way to John O'Groats in 1988 for an epic journey across the country while raising money for charity at the same time



Completing the final stretch of the rally at Land's End

He was now a committee member of the two biggest institutions within scooting, along with Kev Walsh and Jeff Smith. This was where the problems began to happen. By 1985 the NRC had taken over the nationals but the LCGB still played a big role. Both Kev and Jeff began to have differing opinions on how everything should be run, which was difficult because both served on each committee. Stuck in the middle was Richard, who now had to be the peacemaker between the two. The nationals had become this huge monster that they had all helped create but one at times they were struggling to control.

Despite his best efforts, the tension and rows that were happening on an almost daily basis were starting to make him not enjoy it any more. What's the point in being involved with something if it's making you unhappy? Realising this, in the end, Richard felt he had no choice but to leave both committees but not before he made sure that the infighting had stopped. He was never just going to walk away until he had peace of mind that the one thing he loved most, the rallies, were

in safe hands. His real love was the Lambretta and now he could enjoy the LCGB rallies without all the hassle. He would always be there to help Kev out but not in an official capacity any more.

Europe here we come

With the shackles off, it was now time for Richard to enjoy the rallies. With the Euro Lambretta becoming a yearly event, it was a new challenge and one he loved attending. It also gave him more time to work on scooters, not just on his own but for others too. With the rally scene changing throughout the 1990s, he began to do fewer nationals. Content with doing just a few each year, combined with a trip abroad, it was all Richard needed to be content with the scene he loved so much.

All that changed in 2014 on the way to Davos in Switzerland, when an accident that saw him thrown off his Lambretta severely damaged his hand and arm. After several operations to regain mobility in the hand, it was feared there would be no chance of riding a Lambretta again. Not one to admit defeat, he never once thought about giving in and since has gained enough movement to ride once again. In 2018 Richard told friends he would complete one more Euro Lambretta before calling it a day. Not only were there issues with his hand but also with his back as age crept up on him, forcing the decision. Poland was to be his final destination and he and his partner, Jan Page, both successfully completed the 2400-mile round journey. At the age of 65, it was probably a good time to hang up the handlebars, certainly with regard to long-distance riding. Now he intends to do the odd rally where and when it suits him.

When you first meet Richard Dawson he is a quiet and down-to-earth person. He may moan about his beloved football team, Arsenal, but that is all. When it comes to the Lambretta and the scene that goes with it, then he is very level headed. He's not one to take sides but is diplomatic regarding all the factions that make it up. Perhaps we could all learn a little from his approach to making the scootering experience a more enjoyable one. More than anything he is better qualified than the majority of us to have an opinion; after all, he helped shape its future all those years ago.

Words: Stu Owen



By the 1990s he was on the road abroad, attending the Euro Lambretta every year he possibly could



Though the damage to his GP didn't look too bad, his arm was far worse. After several operations, he could finally ride a Lambretta once again



Not only a top Lambretta mechanic but also a very good painter, Richard sprayed many scooters for people over the years



Home at last after completing the gruelling 2400-mile round journey to Poland and back last summer with his partner Jan Page. Could this have been the last time he would travel abroad by Lambretta?

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#1 Mekong Delta Tour

April Sunday 4th - Sunday 18th 2020

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Finishing point : Saigon - South Vietnam

Distance : Approx 1500km's

Scooters : 6 x Lambretta • 6 x Vespa

*Limited places of 12 riders.

Level of driving skill : **Experienced *****

There are no guarantees of doing a road trip here that the agenda will be easier or more difficult than previous years. The driving conditions here at best are challenging. Also daily distances achievable are not to be underestimated. A long 8-9 hour day here is only 200km's and that's hard work. The above tour is less demanding for sure and we head south through the Mekong Delta area and follow the east coast down to Phu Quoc Island. As usual we will be off the beaten track and with this ride also focussing more on some beach R&R as well as some scenic scootering and taking in national parks, floating markets, ancient temples, mangrove forests, great food, boat trips and stunning beaches.

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#2 Hanoi to Hoi An

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Distance : Approx 1750km's

Scooters : 6 x Lambretta • 6 x Vespa

*Limited places of 12 riders.

Level of driving skill : **Demanding *******

For this ride we start again in Hanoi riding south to Hoi An following the Laos border and Ho Chi Minh trail and taking in some stunning north Vietnam scenery, the amazing Dinosaur spine at Ta Xua mountain not for the faint hearted! Hoa Binh lakes, Phong Nha caves and Ke Bang National park (King Kong was filmed here), Trang Minh long waterfalls, stunning beaches, the ancient city of My Son, the old capital Hue City, the amazing Hai Van pass, Marble Mountain, Golden Hand Bridge and finishing in the picturesque town of Hoi An.

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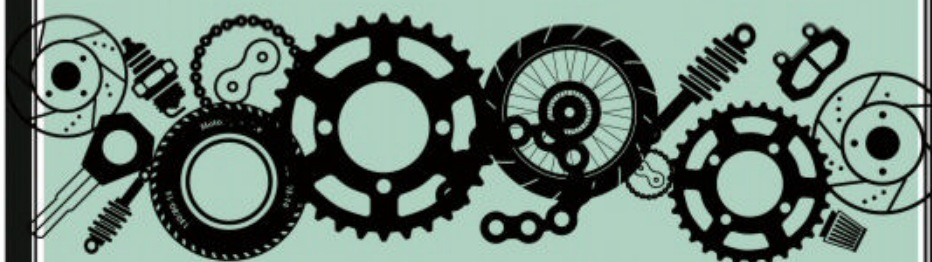
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The shop front with plenty of parking space outside



Daytrip to the coast: Coastal Trippers Scooter Workshop

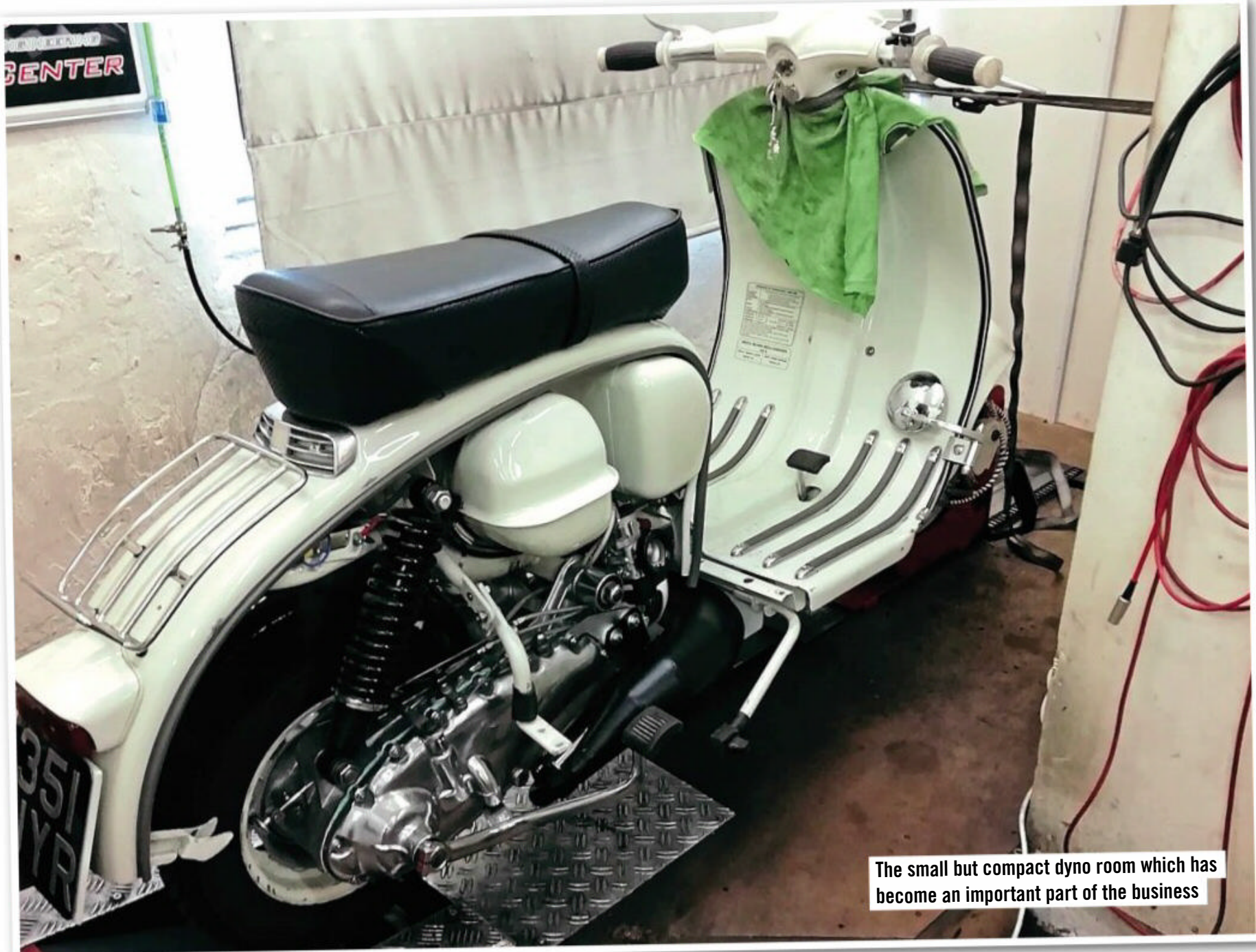
Despite what the name 'Coastal' suggests, this shop which is dedicated to the Vespa and Lambretta is in fact located in the middle of the country!



Back in 2014, Daran Jones decided on a career change, keen to get out of the industry he was in. His love of scooters goes way back to the 1980s and, having built up a good working knowledge of them, he decided to take the plunge and set up a scooter business. Now five years on, it is firmly established and offers a wide choice of services for both Vespa and Lambretta. Though the name of the shop suggests it's situated on the



Plenty to see inside, including the work area



The small but compact dyno room which has become an important part of the business

“Realising the need to be accurate with the readings, Daran opted to use the MJPower diagnostic dyno. As the business is based in Denmark, he made the trip to MJP to see it in operation and learn how to use the equipment correctly.”



Whether it's a Lambretta or Vespa engine, they are built to the exact specification a customer demands

coast, it couldn't be any further away if you tried. Located in Tamworth, near to the middle of the country, it's easy to find and has ample parking space out the front. Perhaps the name alludes to most scooterists' general destination instead!

Keeping it in the family

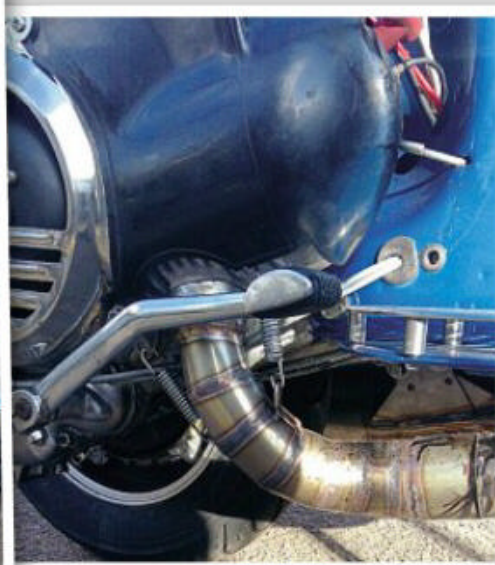
Any business when it first begins trading will always find the first couple of years the hardest. Not only building up a customer base, but also investing in tooling and stock. One of the biggest

expenses is the premises, which can quickly drain any cash flow that is being generated. Space is required for stores, a work area and shop front so all this has to be thought about before taking a unit on. What you don't want is a huge expanse which will more than likely be half empty to start with. Having run a business successfully before, Daran took a careful approach – premises that were just big enough while at the same time not too expensive to run. Being owned by a member of the family helped, with no silly

NATIONWIDE SCOOTER TRANSPORT

Based at Coastal Trippers but working independently is Richard 'Woko' Watkins, who offers a nationwide scooter delivery service. Having being involved in the scene for almost 40 years and a Lambretta owner, he knows how to treat and look after a scooter. Having heard some of the horror stories of scooters being damaged during transit, this encouraged him to set up his own scooter transport service where they are treated with respect. To get a quote simply ring him on 07970 756719 or email richard.watkins.65@icloud.com





VESPA POWER...

Recently built by Daran for a customer was this high-powered Vespa, more of a street sleeper in disguise with its dark blue paint and subtle touches. But underneath the engine kicks out an impressive 35bhp. The casings were ported by Daran and with the right use of components, it goes to show how you can build a powerful Vespa engine. Thanks to many of the European manufacturers, who produce some great tuning parts, performance that was difficult to achieve a few years ago is now a reality.

Cylinder: Malossi 221

Carburettor: Polini 34mm

Inlet: MRP using 'VForce4' reed block

Crank: Mazzucchelli race crank

Clutch: BGM Pro SS

Gears: Malossi straight cut gearbox

Exhaust: SIP Nordspeed R2

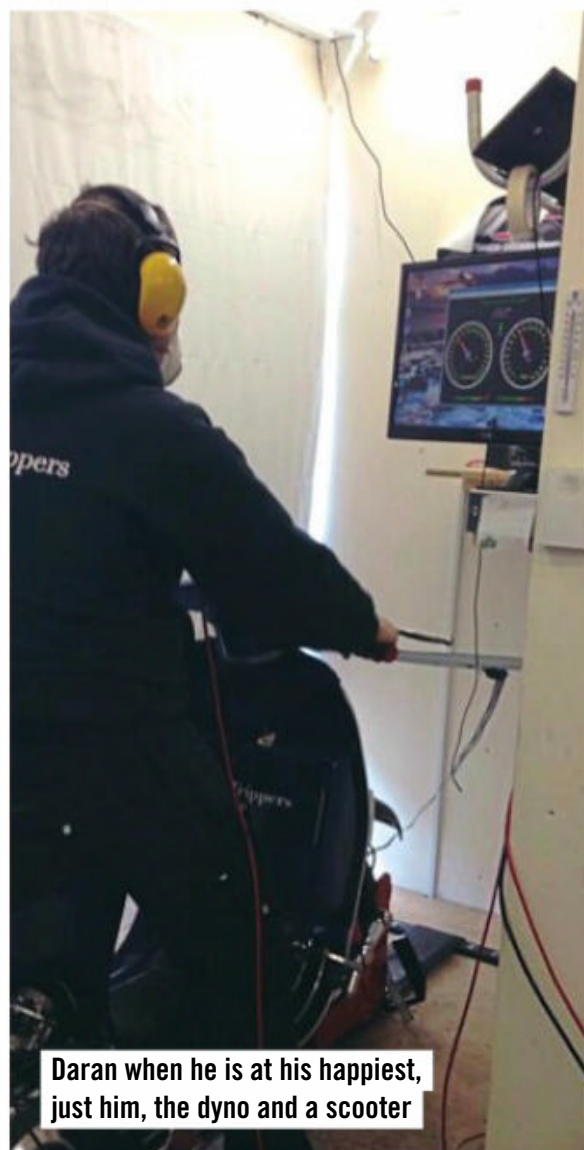
Ignition: Pinasco Flytech

rent increases year on year.

Though not the largest scooter business, in terms of building size, it's big enough to operate from. When space is at a premium it needs careful planning and Daran worked it out just right. As you enter there is a compact but tidy display area and a shop counter. Situated behind is the workshop itself, the most important part of this business. With two hydraulic benches as well as several worktops for engine building, it's the ideal space to work in. There is another dividing wall at the back that caters for the storage of all spares and stock. Because Coastal Trippers has no online shop, there is no need to carry huge amounts of stock. What's needed can simply be ordered in when required. Just when you think you have seen everything, the final surprise is a compact dyno room on the side. The whole place is well thought out, maximising all of the potential floor space.

Best of both worlds

For any scooter owner, it's the ideal place to visit, whether you own a Vespa or Lambretta. The fact that Daran has knowledge of both brands makes the job in hand much easier. One of the biggest



Daran when he is at his happiest, just him, the dyno and a scooter

boosts the business had was being appointed as a Malossi tech centre. Virtually any part is available at short notice from the Malossi brand as well as VE UK. It also benefits the customer to have those parts fitted directly in the workshop. Daran has built up a good working relationship with the biggest Vespa parts manufacturers, which helps when owners want full rebuilds. Not just standard work either, catering for those who want tuned engines as well.

It's similar to the Lambretta side of things, where any type of job is undertaken – from minor repairs to full-blown tuned engines. Also using the shop facilities is Chris Sturgess of CS Performance Engines. Though he does his own work from the premises, he is on hand to help Daran. Having someone who works separately but on the same type of engines benefits both parties and they have a good working relationship.

How much power

Though it only takes up a small amount of the shop, the dyno room is an important part of the business. Realising the need to be accurate with the readings, Daran opted to use the

MJPower diagnostic dyno. As the business is based in Denmark, he made the trip to MJP to see it in operation and learn how to use the equipment correctly. With a fully operational system fitted in the shop, it has paid dividends ever since.

Daran has both Lambretta and Vespa customers who regularly use the dyno facility to have their engines set up correctly. Prices start from £45 for the first hour, going down to £35 for every other hour afterwards with the

carburettor jets priced separately.

Over the years there has been a big bone of contention regarding the use of dynos when it comes to setting up a scooter engine. If used correctly it can be a big benefit.

Daran understands it's not just about getting a big BHP reading but how to sort out flat spots in the carburation. More importantly, making sure the jetting is correct once back out on the road and not running too lean, which can lead to other problems.

Not forgetting his roots

Quite often, once someone takes the plunge to turn their hobby into a business, the interest goes out of being involved on the social side. Not so for Daran, who has been a rally-going scooterist since the 1980s and is still keen to attend events. Having taken a keen interest in scooter racing for several years, he sponsored Damon Tunnicliffe in the BSSO race series for three years, putting back into part of the scene that supports his business.

Keen to have a go at some sort of sporting event himself this year, he built a Lambretta with the sole purpose of entering it into the recent endurance race at Teesside. The team of three finished the event 16th overall and thoroughly enjoyed it so much that they plan to enter any similar event held in the future – again showing that just because Daran is now on the other side of the counter doesn't mean he has to stop being a traditional scooterist.

Filling a gap

There have been many scooter dealers based in the Midlands over the years; some who, shall we say, weren't the best at what they did. With a large catchment area, a reliable shop that can cater for all needs is required. Thankfully Daran has filled that gap and has built up a good understanding with the local scooter community. Next time you're passing that way, why not drop in and give Coastal Trippers Scooter Workshop a visit – you won't be disappointed. For more info: www.coastaltrippers.co.uk

Words and photographs: Stu Owen



Daran (right) with Chris Sturgess, who does his own engine tuning from the shop



Anyone fancy an endurance race?



Daran and the team at the Teesside endurance race, showing how he still gets involved when away from the shop



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Thoroughbred Machines: Six Spanish Stallions



Collecting, amassing, hoarding... call it what you will, there's a trait prevalent in many scooterists which can border on obsession. We like it.



Gary Goble has always been a Vespa man through and through. Throughout his 35-plus-year involvement with the scooter scene, he's owned, ridden and competed on Vespa P-range scooters. Apart from one or two occasions where he's fitted an aftermarket exhaust system to one of his steeds, and a brief dalliance of about six months with a cut-down P-range, he's generally preferred his Vespas to be full-frame and bog-standard. In recent years, he has developed more than a taste for a very specific make and model of Vespa – P-range models and variations, made by Moto Vespa SA in Madrid, which are different, in some cases only slightly, to their Italian-made counterpart models and in other cases, exclusively Spanish-made models.

From the Horse's mouth: The runners

Some collectors are on a mission to own every possible example, others are guided by their own individual preferences in their quest to amass their collection. Gary is very much in the latter category. He has his own preferences as to what he wants

“ I don't like the later P-range with a disc brake. For me, it's not correct and doesn't look right. Other things I don't like on some of the later P-ranges are the headsets with built-in mirror fixings, as well as the later-type speedo. ”

regarding any P-range variant in his stable. “I've owned and ridden lots of P-range Vespas and a few T5s, nearly all of them have been bog-standard. In the '80s I had one or two with an aftermarket exhaust, and even a cut-down for a short while. I prefer my P-range and T5 Vespas full-frame and standard. Since I first got into scooters in '84 there have only been a few short periods that I've been without a

scooter. I don't like the later P-range with a disc brake. For me it's not correct and doesn't look right. Other things I don't like on some of the later P-ranges are the headsets with built-in mirror fixings, as well as the later-type speedo.”

Was there any particular reason behind Gary building up a collection of Spanish Moto Vespa P-range and derivative scooters? “Not to start with. I was looking to buy a P-range Vespa, I was searching online for something that might catch my eye. There was a black Spanish TX for sale via Vespa Classics in Valencia. I'd never had a TX before, liked the look of it, and the price, and bought it as it was a bit different from a normal P-range or T5. The one thing I didn't like about it was the black and white stripe stickers on it. Once I'd got it I took it to Paul Bradfield in Maidenhead, who checked it over, sorted out anything that needed sorting, and removed the chequered stripe stickers, then buffed up the paintwork. While my black TX was being checked over I did a bit of research into Moto Vespa P-ranges, T5s and TXs, to find out the differences between Spanish and Italian-made P-ranges. Similar, Italian ones were what I'd been used to, besides



there were differences between Spanish ones and what had been available in England from Piaggio. My collection of Spanish Moto Vespa P-range and associated models grew from there.”

Tell us a bit about the other five scooters featured here... “I’ve so far bought all my Spanish Moto Vespas through Dan Howell, at Vespa Classics in Valencia. The first couple I saw advertised online, since then Dan has contacted me directly if he has anything he thinks I’d be interested in. The earliest Moto Vespa P-range I’ve got is the light blue early Mk2 P2; it was in original condition when I got it, the headset had a lot of scratches, probably from the headset ignition switch having a bunch of keys in it when it was ridden, though it was a low-mileage scooter when I got it. I replaced the Spanish kph speedo with a new old stock UK-spec mph one. The

floorboards were a bit tatty-looking too, so I had the headset and floorboards given a respray, more of a blow over really, in matching paint. Strangely the light blue Moto Vespa came with Piaggio, not Moto Vespa (as should’ve been fitted!) horncasting badges, however, the DN frame number prefix confirms that it is 100% Spanish. My cream P2DN is another that’s a bit of an anomaly. It’s a mid to late-80s Moto Vespa, Mk3 or Mk4, in original condition with just over 5000 kilometres on the clock, but it arrived without side panel badges fitted and a T5 front mudguard. At a guess the Piaggio badging on the light blue one and T5 mudguard on the cream one, while not to the full Spanish specifications (according to available information), were probably down to where they were first sold at the PDI stages, with the outlet where they were sold making the

changes themselves? My white P2DN is another low-mileage Spanish Moto Vespa. It’s a very late ‘Iris’, which is an Italian EFL/Rainbow equivalent. One of the last examples made with a drum brake before they changed to a disc brake, it’s also known as the crossover model. It’s more or less in original condition – it even has the delivery paper sticker (although a bit torn and tatty), with the barcode on the frame. It’s got a few other original instructional stickers in various places. I made one change to it, replacing the headset with those horrible, unsightly mirror fixings incorporated, with an earlier (Spanish) P-range headset. My white T5 electric start had a complete respray after I got it. When I first got it I spent a while trying to work out why the electric start wasn’t working. It actually was working fine, but as the red TX electric start started by pressing the button,



MOTO VESPA P-RANGE VARIATION

December 1952 heralded the start of production in Madrid, where Vespa scooters among other two-wheeled machines were made under licence. The factory was based in Ciudad Lineal near Madrid. Arguably the most successful model produced there was the Spanish-designed Vespino 50cc moped, which was in production for 30 years. Following its launch in 1977 the Nuova Linea, New Line P-range Vespa would go on to enjoy a huge amount of success over the following decades. Affectionately and somewhat accurately named as the workhorse of Europe, P-range Vespas were produced in both Italy and, from 1978 onwards, also manufactured in Spain at Moto Vespa SA. Very early examples of P200 Vespas made in Italy were non-indicator models, fitted with Ducati 6v, electronic ignition late Rally 200 engines. First incarnation of Moto Vespa SA Spanish P-range was even more of a Rally/New Line crossover model. Early examples were non indicator, fitted with rally forks, rally

headset and the earlier Rally 200 engine, with Femsatronic electrics. All Spanish-made P-range frames produced between '78 and '81 had a frame number prefix of DS. In fact, in some quarters early Moto Vespa P200 Vespas are also known as P200DS. Another difference to Italian P-range Vespas was the Spanish Moto Vespa had a lower seat. 1981 saw the DS frame stamp prefix replaced with DN, again in some quarters, Spanish Moto Vespa p-Range become also known as P200DN. A special edition black P200DN, with striping on the body and panel work, was launched in '83; like preceding P-range Moto Vespa models, it too had a lower seat. In Italy, Piaggio launched the EFL/Rainbow model, which in Spain was known and badged as Iris. Most of the changes on Italian P-ranges were also bestowed on P-range Moto Vespa, such as side panel release levers located under the seat, ignition and steering lock combined and located on the steering column, and a larger speedometer

with additional notification lights. One change made to the engine was a stronger, more resilient and robust cruciform (part of the gear-changing mechanisms) replacing the earlier design cruciform, which in comparison may have been made from cheese! Italian-made EFL/Rainbow models had autolube two-stroke system, whereas Spanish-made Iris did not have the autolube system until considerably later. Many Spanish P-range frames have the aperture which the two-stroke autolube indicator poked through (on Italian-made models), blanked off with a black bung. Moto Vespa T5 models were introduced from 1986, although Moto Vespa-produced T5 scooters, unlike their Italian counterparts, did not have wheel trims nor the engine cover fitted. Unique to Moto Vespa was the TX200, basically, a T5 frame fitted with a P200 engine; TX also didn't have wheel trim discs or engine covers fitted. Both the TX and T5 Moto Vespa were also made as Electric start models, badged Elestart.



to make room. The last Moto Vespa I bought was a low-mileage white T5. To make room for that one coming in, I donated an '85 P-range to Oddballs rally as the base scooter for their custom scooter raffle at Oddballs 2020 rally. Oddballs does a great job raising funds for Teenage Cancer Trust, which is a very worthy cause. I don't go for every Spanish P-range I get offered, for example I've been offered several Mk1 Moto Vespa P-ranges, P2DS, (DS prefix to the frame number). I did consider getting one but, to be honest, I've turned them all down – I don't like how they look with the rally forks and headset, and the Femsa electronic ignition is nowhere near as reliable as the Ducati electronic ignition, as fitted to 'proper' P-range Vespas. The Mk1 Spanish P2DS isn't for me, neither are the later models like the Millennium, with disc brakes, they're not proper P-ranges as far as I'm concerned. A few of my other Spanish Moto Vespas are undergoing various stages of being checked over or being refurbished at the moment to standard condition, or maybe I should say to my own preferences of standard condition, which isn't necessarily the same. All the time I've been into scooters, I've never owned a custom. I do appreciate the work that goes into them, so far I've never wanted one for myself. That

doesn't mean I won't decide against building one ever, just not at the moment."

Gary, aka Horse, has amassed an impressive stable full of thoroughbred Spanish steeds in pristine condition, ready to ride and under starter's orders.

The Horse whisperer

Since getting the scooter bug over 35 years ago, Gary has enjoyed most aspects of riding them first hand. Starting off by going on national rallies, as well as going along initially to watch and support his club mates competing in a wide variety of scooter sports events, the advent of Street Class soon saw him trying his hand at events himself. "My first scooter was a PX125, which I got in November '84 on HP from Faulkners in Oxford. Shortly after I joined Oxford Roadrunners SC, I passed my test after a while and got a P200. My first rally was Morecambe, '86 (I think), despite it being (literally) a shit experience, it didn't put me off. Great Yarmouth is my favourite rally. My favourite magazine back then, and still is now, was Scooter Scene, I've kept all the



I wrongly assumed it worked the same way. It doesn't – the white T5 electric start has to have the clutch engaged for the electric start to work, whereas the red TX doesn't. Out of all my Spanish Vespas, my red TX electric start is by far my personal favourite. A couple of my work colleagues gave it a respray, it's the one I like best and is the one I most prefer to ride. They all, in turn, get taken out for a ride when I have a spare few hours on my hands, which isn't as often as I'd like."

You own another six Spanish P-range type Vespas, are you planning on acquiring any more? "No, I'm happy with what I've got, so that's it, at least for now! It's got to be one in, one out if I do decide on getting another one at any time in the future. That one in, one out approach I've used for a while, when I bought one of the last Moto Vespa T5s, the fourth from last in the production run, according to the DN frame number, in silver and in immaculate condition. I sold one of my P-ranges to the manager of my local pub

HORSE POWER: ROAD, RACE AND OFF-ROAD

From Federation of British Scooter Clubs' introduction of Street Class in the mid-80s, in road racing events, many off-road events, (in the main promoted by local clubs), followed suit by also introducing Street Class at their scooter sports events. A popular class it proved to be for some years, as it made all forms of scooter sport accessible to 'all' with the option of riding your road scooter to a meeting, competing and riding home afterwards. Street Class being introduced in the mid-80s saw interest and entries at most scooter sport events increase considerably and remain popular for a number of years after. Gary competed in Street Class, on standard P-range Vespas, in all scooter sport disciplines – successfully too, including riding for the VCB team at Euro Vespa '90.



That 'clear round' feeling, after completing an off-road event circuit – 1985 at Wheatley.

Euro Vespa '90 (Kruzlingen, Switzerland) programme, Gary rode for VCB in the Euro Vespa scooter sport event.



Opposite side of the track, lining up on the Street Class grid, Lydden Hill, late 80s (Gary is rider 321).



Gary, full throttle, approaching a course marker in an off-road 'sprint' (rough ride) mid-80s at Wheatley.



Advert in The Ralliest magazine for an early Oxford Roadrunners off-road event, introducing the new Road Class.



Gary, rider 321, lining up on the Street Class grid, Lydden Hill late 80s

Go, go, go flag drops at the start line Lydden Hill late 80s (Gary rider 321).



Grasstrack racing Drayton (nr Abingdon, Oxon) early 90s (Gary partly obscured in a closely packed group of racers).

Gary attempting an observed section in a scooter trial event (sporting trial) 1985 – Wheatley.



Gary under starter's orders at an off-road timed section against the clock, (rough ride) 1985 - Wheatley.



Oxford Roadrunners SC club photo mid-late 80s, Gary on the front row crouched with one finger on 'Roadrunners' sign.



Full throttle road racing (Lydden Hill, mid-late 80s)

OWNER DETAILS

Name: Gary Goble (aka Horse)

Job: Health and safety rigger (for major film productions)

Scooter club and town: Oxford Roadrunners SC: Oxford, VOC-UK, VCB

First interest in scooters: Me and a mate (Paddy Cullen) were in our local pub, The Ampleforth Arms in August '84. Mark Sargeant, Jacqui Lewis, Brian Spicer and his girlfriend at the time, Sarah, turned up on scooters. We all got chatting, result of that was three months later (November '84) I bought my first Vespa from Faulkners in Oxford and started going to Oxford Roadrunners SC Sunday afternoon meetings at The Flowing Well, Sunningwell (near Abingdon). My mate Paddy Cullen got his first Vespa shortly after I got mine.

What was your first scooter: Vespa PX125 EFL. I paid £799 on HP, paid it off via instalments every week. After that I took and passed my test and got a P200.

What is your favourite style of custom scooter: Standard Vespa. Though three of my all-time favourites are from the 80s, Reet Petite, a Jackie Wilson-themed full-frame custom Vespa in green and gold, and the red Marilyn Monroe-themed red full-frame P200 Vespa. And Nosferatu, which the builder/owner Mike the Bike from Redditch rode to some of our Oxford Roadrunners trails/off-road events. A good custom Vespa that was ridden and competed on; the way I see it, that's what scooters are for.

First rally or event: Morecambe '86(I think it was '86?)

How did you get there: Vespa P200E

Favourite and worst rally: Favourite was Great Yarmouth '87. Pretty much all of Oxford Roadrunners rode up en masse to that one, had a brilliant weekend. Always had a great time at Great Yarmouth rallies. Another that was a good weekend rally was a VCB London regional, in Essex, they put on a rally with lots of scooter sport events on over the weekend, which I was doing a lot of at the time. Had a brilliant laugh all weekend, we got Charlie Caswell (VCB general sec) to 'surf', and on Saturday night on the campsite had a laugh 'n' some banter with Oxford Roadrunners clubmates, which resulted in collapsing down some clubmates' tent in the early hours, with them inside. Fun times. Also Euro Vespa '91 Kruzlingen on German/Swiss border was an experience. I rode for VCB in the competition event, it was a bit disappointing as they cancelled the off-road scooter trial event on the Sunday due to overnight rain. An odd decision taken by FIVc, as a bit of mud is part of what off-road scooter sport is about, and it was the main reason some of us went to that Euro Vespa rally, to compete in the off-road trials event.

Nonetheless I had a good time there, including hooking up again with a crazy German scooter dealer (Rollershop) Rolf, who I'd met before at a few VCB rallies in England. Worst was Morecambe '86, it was my first national rally too, rode up with a few mates, including Royston Coleman, who I was supposed to be sharing a tent with. We rode up late on the Friday night

arriving early Saturday morning. On the Saturday night we went to the allnighter, I left Royston there, with me going back to the tent on the campsite as I was absolutely knackered. I fell asleep then woke up a bit later to find someone, not Royston, in Royston's sleeping bag. I wasn't sure what to do next as the person in Royston's sleeping bag wouldn't wake up. I hooked up with a Scooter Club sat around a fire, got chatting and ended up crashing out, even more knackered in one of their tents. In the morning I met up with Royston on the campsite, he asked what had happened to me. It turned out that the mystery, unwakeable person who snuck into his sleeping bag, decided to have a shit in the sleeping bag before disappearing, and before Royston got back from the allnighter. Royston disposed of the tent and sleeping bags after finding out what had happened! Ride back was in torrential rain which started in Morecambe before we set off home, and kept raining heavily all the way back to Oxford. Literally a bit of a shit experience, but despite that, it didn't put me off.

What do you like about rallies:

Meeting mates old and new, the scooters, the atmosphere. In the 80s the bands and music, especially King Kurt, The Meteors, Colonel Kilgore and Motown. I've always liked Motown (not northern soul).

What do you dislike about rallies:

People who go in the wrong tent and then shit themselves in someone else's sleeping bag! The ridiculous prices being asked for and often achieved for some classic scooters.

issues of it. Oxford Roadrunners had a few members who were doing scooter racing, as well as all sorts of off-road events. I started going along to watch and support my club members. I got roped into marshalling at some of the events I went to watch. Street Class got brought in, think it was called Road Class to start with at off-road events, which meant the likes of me could enter events without having to spend a fortune to be competitive. I started entering various scooter sports events in Street Class/Road Class on my road scooter – back then I only had the one Vespa. I didn't do too badly. In my first full season I ended up in second place overall in the VCB Clubmans championship. I picked up a few trophies at various scooter sport events, along with Owen Carne I won the LCGB Oxford 100 Navigation road trial (on a Vespa), which was a 100-mile road trial. Oxford Roadrunners were promoting off-road events, including off-road weekenders. As a club member I helped out setting up the



off-road events and I was on Oxford Roadrunners SC committee for quite a few years in the 80s and 90s. Scooter grass track racing was reintroduced; first one was down in Kent at a place called Pembury, near Tunbridge Wells. That was the same name as a road racing circuit which I raced at in South Wales. Other circuits I raced included Lydden Hill (Kent), Three Sisters



SCOOTER SPECIFICATIONS

Scooter models: All Spanish-made, Spanish specification P-range derivative model Moto Vespas Light blue Mk2 Spanish P2 DN, ignition on headset
White PX200E DN Iris (Spanish Rainbow) low mileage, with delivery barcode sticker partially still intact, all original except headset, replaced the one with mirror fixings with a non-mirror fixing one. It's one of the last with a drum brake, basically a crossover model Cream P2 DN all original, fitted with T5 front mudguard
White T5 DN electric start
Black TX 200DN – all standard except it came with a SIP exhaust
Red TX200 DN electric start
Inspiration for project: Always preferred P-range Vespas. Spanish variants are a bit different to the Italian-made P-range. I own 12 Spanish P-range and related Vespas
Time to build and by who: Where needed all scooter engines stripped, checked and rebuilt; all other required mechanical work by Paul Bradfield
Describe engine performance, power delivery and scooter handling: All as per standard P-range and T5!
Are there any other unique details we have missed: White P2 DN has the

delivery barcode paper sticker (partly torn) still on the frame along with several other original point of sale stickers still affixed.
Light blue Mk2 P2 DN is 100% Spanish, and is original condition (Headset and floorboards have had a paint touch up), but the horn casting on the scooter came with Piaggio badges as opposed to Moto Vespa badges
White T5 electric start requires the clutch to be engaged for the electric start to work
Red TX electric start works without the clutch being engaged
Paintwork and murals done by:
Paintwork, red TX electric start total respray by Ash Ladsbury and Scott Maekin
White T5 electric start total respray
Light blue P2DN floorboards and headset touch-up
Black TX had black and white chequered stripes on the panels and leg shields when I bought it, which were removed, then original paint buffed up – all three via Paul Bradfield, who is also working on a few of the other Spanish scooters I own.
Do you own any other scooters: Black PX80, red P200E DN, silver T5 (fourth from last off the Moto Vespa production

line, according to engine/frame numbers), white T5, all Spanish, all at various stages of being checked over, refurbished, rebuilt, resprayed where required. I've also just donated a Vespa P2 as the base model for 2020 Oddballs rally custom charity raffle fundraiser for Teenage Cancer Trust. I think they do a brilliant job with Oddballs, old school rally reminiscent of the 80s, with all the profits going to worthy causes. I think Oddballs has so far raised over £40k for the charities they support, I'm more than happy to support the good work they do.
What was the hardest part of the project: Waiting for scooters to be checked over, and where needed having work done on them, that apart, sourcing original parts to refurbish/replace tatty or mildly damaged parts on my scooters when being worked on.
Is there anything still to add to the scoots: No, not to these six in the feature. A few of my other Spanish P-ranges are with Paul Bradfield, having various bits and pieces done.
Is there anyone you wish to thank: Dan Howell of Vespa Classics, Valencia, Spain; Paul Bradfield, Maidenhead; Ash Ladsbury and Scott Maekin; and special thanks to Paul Hayes.

(near Wigan) and Cadwell Park. At one meeting at Three Sisters, I'd had a new clutch fitted before. It was a bit different from the one that it replaced that I was used to. At the start of the first Street Class race, when the start flag dropped, I wheeled off the start line. I got called to the clerk of the course after the race for a bollocking and verbal warning. Another incident I remember during my racing was in a grass track race meeting. My main rivals, on large frame Vespas, were Mark Thomas who was an Oxford Roadrunners clubmate, and brothers John and Robert Lowe, who rode for Medway SC. It was a grass track race meeting promoted by, I think, either Luton Lambretta Club or Peterborough SC. John Lowe was a few yards ahead of me going into a left-hand bend slightly downhill. I was pushing hard trying to catch and overtake him, went for a different line into the left-hander, caught a divot with one of my wheels, resulting in me t-boning him unintentionally. I had some great races with the Lowe brothers, road racing and grass-tracking. Some who were in Street Class had kits, bigger carbs, aftermarket exhausts and other upgrades. I always competed on bog-standard Vespas. In 1990 I was chosen to ride for team VCB at Euro Vespa, which that year was held in the Swiss border town (bordering Germany) of Kruzlingen. Although the weekend was a brilliant experience, it was a disappointment as, due to a bit of rain overnight, the off-road European trial event was cancelled.



We were told, after turning up for the scheduled start time, it was cancelled because it was a bit muddy! Isn't that part of what off-road events are about, testing yourself in all conditions? A bit of mud caused by overnight rain shouldn't have been a problem, not enough to cancel an international event. Competitors from all over Europe had travelled there especially to take part; I think the decision to cancel on the day, with all the entrants from lots of countries there ready to take part, was a very bad decision. An outbreak of foot and mouth disease in England put a stop to scooter grass track racing right at a time where it was getting popular; it's never come back since either. The 90s rolled into the Noughties, I did the odd rally and event, but a change of job and new work requirements, as well as my boy coming along, meant scooters and the scooter scene



went down a bit in my list of priorities. I still see myself as more than just taking an interest and as involved as I can be in the scooter scene today. It's nowhere near as involved as I was back in the 80s, but the way I see it, I'd rather be involved how I am these days than not at all."

Words: Sarge

Photographs: Sarge/Gary Goble

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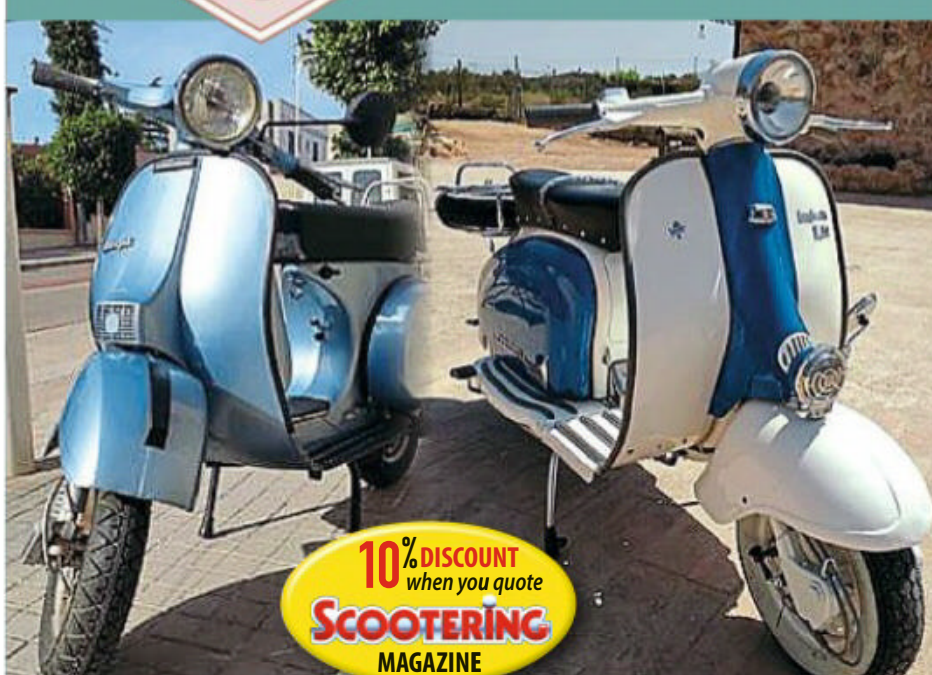


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Blood, toil, tears and sweat: Nervesa Tv Scooter Garage

Do you recall the end of our last journey? In Nervesa della Battaglia, at the Tv Scooter Garage... just a second before grabbing a white sheet laid over a mysterious Lambretta body.



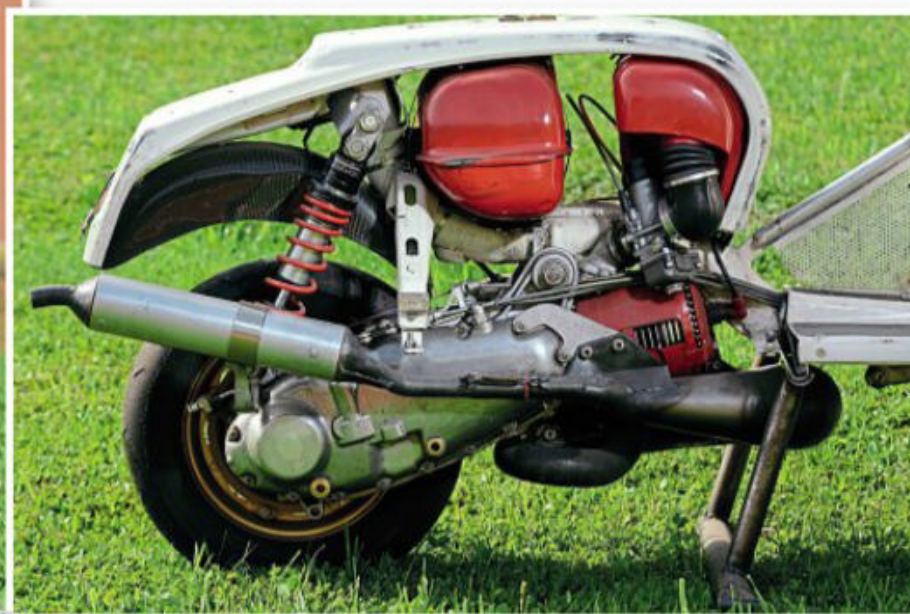
I spied the familiar silhouette of a Lambretta beneath this 'camouflage' sheet, confined and hidden away in the corner. I was trying to imagine the reason for such secrecy, while removing with my finger a slight layer of dust on the front mudguard. It was a lazy Friday and just like many workshops all over Europe, customers were arriving, as if the best and most interesting activity to do was to go and talk with their personal and beloved mechanics. Fabio pushed me inside Tv Scooter Garage office, a small, white and windowed 2 x 3 metre room in which he shut himself away when it was time to seek fresh inspiration. There, away from the exterior noise, he started to confront me as if we were preacher and sinner. I, of course, was the second character. "It is a bloody long time since we have been to the race tracks, if you run a business at the same time, racing can be painful, expensive and time consuming", he started. "During these two years of absence Alan and I had some serious intent to join the 'big circus' again but something always went wrong and we were not able to accomplish that wish. We were just

“... it's one thing to almost gain a podium position with two pistons, but an even better achievement with only one!”

beginners, you know, and from my perspective we still are." Fabio and Alan never attended a full calendar race season. They appeared only a few times each season, trying to make a difference and show themselves how good they were and how far their sacrifice had pushed the team. "The first time we tuned up a TS1, which is the one still fitted in the chassis, we spend countless hours on that little bastard, the exhaust fabrication, carburettor tuning, gearbox ratio selection... all fettled within these walls." Fabio went on with a small but proud smile: "The second time we signed up and attended the endurance race showing off a Sacchi Targa Twin 250." The story of that engine was indeed worth listening to. "We are all together at

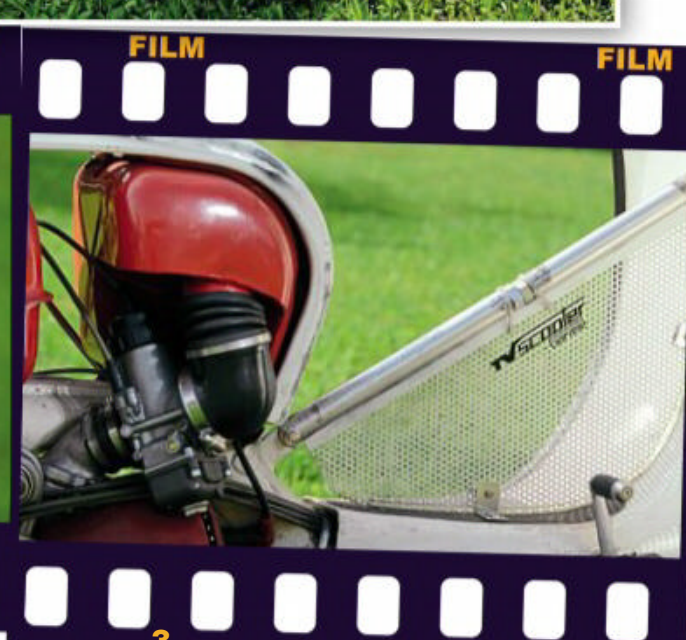
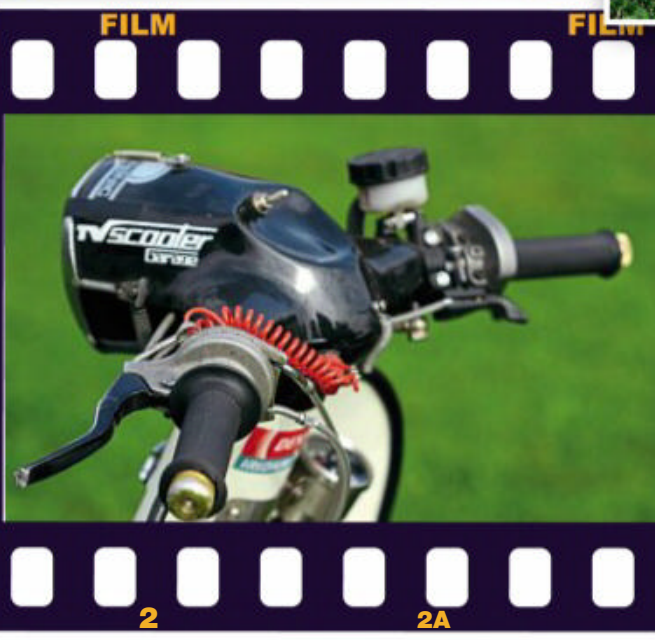
lunch during a race event, if I remember rightly, when Alan says that it would be very interesting to see a twin-cylinder 250 racing. At that moment Tino Sacchi, also attending the lunch, says with his now-famous unpredictability: 'It is yours if you want, do with it what you please!' We remain quite speechless about it but finally we agree." He paused for a second, and so I tossed Fabio another question, to explain what were the consequences of this 'patron-action' in the long term? "Tense," he said. "I would say that period was for us one of the most difficult and yet exciting times. We were out of time and we started the tune-up sessions still carrying a remarkable delay."

At this point the team spent many weary hours on the dyno, testing. Keeping the garage light burning until the early hours of the morning was not uncommon in those days, my neighbours told me. After a first breakthrough the two men started to work on a new idea. "At the time no twin-expansion was available so we invented one from scratch. The aim was to study the perfect exhaust airflow for both pistons. We encountered a lot of problems during the



tests. But we continued, we had to consider the ground clearance too, and the best possible lean angle for the riders, who in that case were me, Alan and the other friend asked to participate at the endurance. We left Italy driving a van full of spare parts and hope, happy to join the 'big circus' and that was all. Imagine our astonishment when after the first part of the race we started to go faster and faster. As newbies in endurance, we didn't expect any of that early success, we were up in fourth position! Never before in my life I have been so happy and rewarded."

Rain stopped and while the noisy Tv Scooter Garage customers were chatting near the benches, Alan pulled the beauty into the pale sun. As if he was reading a technical dictionary, Fabio outlined the racer detail. "We started from what we could find in the shed, metal chassis excluded, front leg shield, seat,



front mudguard, side panels and headset top are in fibreglass to save as much weight as possible. The handlebars are made from metallic tubular clamp, by means of a handmade bracket, and two fibreglass semi-shells cover the bare steel to maintain the original shape of the front. The cylinder is an AF-TS1 in which we bonded a handmade (milling and turning) head and a front-reversed air manifold to allow the carburettor to gain fresh air from the air collector which is now situated in the old glovebox position. Tameni main-crank, personally balanced and modified by me, and again another piece of Rayspeed – the clutch – fitted in the puzzle of this racer: six disc-reinforced as well as the gears. In endurance, you know Christian, you run for 10 hours and time is everything: the more time you can save in changing parts the better. So this is the reason that explains most of the design choices. The carburettor is a Dell'Orto VHSB 34,

modified to 37. While the suspension arrives from the Targa Line catalogue, the front brake is a custom Brembo disc caliper. So to sum that up: 225cc displacement, long gears for biting the Magny Cours asphalt and all possible weight removed." A sheet of paper later revealed the statistics of this machine; the Tv Scooter Garage dyno recorded 32hp at 25ft-lb of torque, around 7000rpm. As Fabio explained to me later, they returned to the single cylinder, at least for the present, because of the simplicity. Also, it's one thing to almost gain a podium position with two pistons, but an even better achievement with only one! Despite the great deal of commitment from Tv Garage in the little racer under the white sheet, I felt that was not it yet... there was more to come from these guys. Resourcefulness, research and passion were just beginning to rise again in a new and most powerful version of the machine.

While Fabio explained all the team's choice, my eyes glanced out of the office window. In the shop was a sprawling group of people, conversing about mechanics, spare parts and two-stroke oil. A theatre of scooter passion.

Now it was time for me to leave and as I squeezed through the exit an Englishman stopped me. Tall, blond and mostly lost within the city, he asked me if I knew somebody to fix his Li Lambretta, I indicated the shop with a finger over my shoulder and told him he was definitely in the right place. As I left, I stumbled upon a mural – near the bus station – in which Winston Churchill was showing off his beloved cigar. Never was such a picture so helpful. So as Mr Churchill said, definitely in other circumstances, the two guys in Nervesa had nothing to offer, but... blood, toil, tears and sweat.

Words and photographs: Christian Giarrizo
www.scattoinvespa.com

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SHOWS, PARTIES, Rallies & RUNS.

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DECEMBER

20 Leicestershire Alliance Xmas do, The Counting House, Leicester LE2 7LH. 8pm-late with Nicholson playing live, £5

22 Bad Manners, Xmas Party Live and Loud at Live Rooms, Station Rd, Chester CH1 3DR plus support Max Splodge and Baby Dread (Judge Dread Tribute)

28 Aussie's Xmas do, RBL, Cheetham Road, Swinton, M27 4UG, 7pm onwards, £5 including free buffet.

31 Le Beat Bespoke, presents Rock And Roll Circus New Years Eve Party. 9pm-5am. Paper Dress Vintage, London E8 1HR www.newuntouchables.com/tickets

31 Groove Central, New Year's Eve Bash. 8pm onwards, The Moseley Arms Hotel, Birmingham

2020 JANUARY

4 Banbury Soul Club, Banbury Utd FC, OX16 5AB 8pm-1am £5

11-12 Scooter World, Custom & Classic show, Newark Showground NG24 2NY. £10 (see main advert)

18 Simon Cuerden BLESMA, charity allnighter. Swinton Palais M27 6AH. £10 adv.

26 Bradford KW Parts Fair, Richard Dunn Sports Centre, Roobey Rd, Bradford BD6 1EZ. Lammygirl1982@outlook.com

FEBRUARY

6-9 Scooterist Meltdown, The all-inclusive rally at Wunderland, Kalkar, Germany. www.scooterist-meltdown.de

15 AON SC 35th Anniversary Do, Standard Triumph Club, 1130-1140, Herald Avenue, Coventry CV5 6UB. The Three Sixties live on stage with DJ support from Sam Evans. Tickets £10 adv.(£12 OTD subject to availability). Doors 7.30pm (see main ad)

22 Burton Brewers Custom Show, with evening do. National Brewery Centre, Burton on Trent DE14 1NG

Feb 28-March 1 VFM Lanzarote Social,

MARCH

1 Wicksteed Parts Fair, nr Kettering, Northants.

6-9 Modrapheniacs, Sandford, Dorset..20th Anniversary event.

7 Banbury Soul Club, Banbury Utd FC, OX16 5AB 8pm-1am £5

20 Northern Soul & Motown, Night with The Stefan Taylor band plus DJ at The Station, Stafford Road, Cannock, WS11 1WS - Tickets available @ www.ticketline.co.uk or www.seetickets.com

27-29 Tennishill S VS rally.
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APRIL

4-18 Mekong Delta tour, Vietnam. (see main advert)

5 VMSC Extravaganza, Vintage & Custom show. Sports Connexion, Ryton-on-Dunsmore, CV8 3FL. Doors open 10am, £4.

9-13 London International Ska Festival,

10-13 National BSRA#1, Whitby

24-26 Bangers & Mash, by Can't Start Won't Start SC, MFN, Eastwood, Notts. NG16 3JE

MAY

1-3 Mid-Cheshire Charity, rally, back with a new venue. www.heartfest.co.uk

2 Banbury Soul Club, Banbury Utd FC, OX16 5AB 8pm-1am £5

8-10 National BSRA #2, Tenby

8-10 Troon Mod weekend, Troon, Scotland

8-10 Skegness scooter rally, main venue is The Suncastle.

7-11 Skamouth, weekend

15-17 Phoenix Nights, Hinckley, Leics.

15-17 Looe Scooter Weekender, by Trogladytes, Southern Templars and Section 8, Tencreek Holiday park. Info on FB page

17 Scooter-Fest 16, by North Staffs Jesters SC. Free Entry (Donations please), Large Parts Fair, Ridden Custom Show (Last entry 1.30pm), Live Music, Hog Roast, etc. Silk Street Car Park (Centre of Town), Leek, Staffs. ST13 6HX. From 11.00 am. Steph-07817 429616, Chris-07795 232537, or Facebook - Jesters Scooter Club.

15-17 Scooters On The Square, Merthyr Tydfil

16 Doncaster Hunters SC 50th, Parklands Sports & Social Club, Wheatley Hall Road, Doncaster.

17 Armando's Open Day, Sheffield S2 4SJ

22-25 National BSRA #3, Kelso

24 IoW Lambretta Day,

29-31 Hayling Island, SWSC rally.

JUNE

4-7 EuroLambretta, Libramont, Belgium

5-7 Halfway House, rally. The Halfway House, Yeovil.

12-14 Sleaford AllKnights SC, Sleaford RFC, Lincs. NG34 8SP

12-14 Newark Retrofestival, Newark Showground.

12-14 Summer Nights 4, by Warks. Scooter Alliance. Shipston On Stour, CV36 4DQ. paulmarshall445@gmail.com

12-14 Whitley Bay, rally, Rockcliffe Rugby Club, NE2 8RW

12-14 Moorland Mayhem rally, Torquay, TQ1 0BL

19-21 Buchan Coasters 10th, anniversary. Newburgh Golf Club. AB41 6BY

20 The Jam'd, plus support Savannah at The Station, Cannock, WS11 1WS - Tickets available @ www.ticketline.co.uk or www.seetickets.com

21 Walsall KW, parts fair.

26-28 National BSRA #4, Big 7, Kent

26-28 Isle of Man rally, see FB group for details

26-28 Pogue Mahone, rally..BAE Canberra club, Balderstone, Lancs. BB2 7LF

JULY

2-5 Vespa World Days, Guimaraes, Portugal

3-4 Tramore Scooter Show, by Waterford SC, show on the prom, evenings at O'Sheas Hotel, Waterford, Ireland

3-5 Kilbirnie 20/20 SC, Mad Dog rally, Lochwinnoch PA12 4JB. £15

3-5 Vale of the White Horse Rally, Pewsey, SN9 5BL

3-5 Moduska, Woodrush RFC, B38 OEL

10-12 Guernsey Scooter rally,

10-12 Scunthorpe Silhouettes SC, Time, Trouble & Money 2, Brumby Hall Sports Club, Scunthorpe

10-12 Morecambe Rides Again, First Kick Collective

10-12 Hellcat Run, Torrington FC, Devon EX38 7AJ

18 Southern Counties Scooter Show, with evening do. East Preston FC, Littlehampton, BN16 1ES

24-26 National, BSRA#5, Weymouth

24-26 Tin Soldiers SC weekender, Scots Club, Bletchley, Milton Keynes MK3 5BX

CLUB DO's & EVENTS

SHOWS, PARTIES, Rallies & RUNS.

24-26 Summer Scrum, by Driffield Midnight Runners, 10th Anniversary. Natural Rhythm, Lou Lou, Eddy Soulfinger, Basketcase Driffield RFC. £10. 07868 050620

24-26 AONSC 35th Anniversary, rally. Southam Rugby Club, Station Road, Southam, Warks, CV47 2DH, www.aonsc.co.uk

31 Jly - Aug 2 Messy 6, Lucarlys, Cleethorpes

31 Jly-Aug 2 Salford Knights, Rally On Regardless. Tattenhall CH3 9AY

31 Jly - Aug 2 Devizes rally, Sands Lane Sports Field, Rowde, Devizes, Wiltshire SN10 2QW

31 Jly - Aug 2 Solent Cougars, 20th Anniversary, Southampton

AUGUST

7-9 Oddballs, rally. Abingdon RFC, Oxfordshire. (see main ad.)

7-9 Ride to the Runway #5, by Billingham A19SC. Fishburn Airfield DL17 9DY.

7-9 Newbury Retrofestival, Newbury Showground RG18 9QZ

14-16 Great Yarmouth, rally. Hosted by Sidewinders SC. All at the racecourse NR30 4AU. (See main advert)

21-23 Watlerstock, Chesterfield RFC. S41 9BF. £15

21-23 British Vespa Days, Rutland Showground, Oakham. LE15 6US

21-24 Wangerland Summer Meltdown, Germany. The new Summer all-inclusive rally from Scooterists 84.

28-31 National, BSRA#6, Isle of Wight

28-31 Brighton Mod Weekend.

SEPTEMBER

4-6 Mersea Island, Colchester DVLC

5 Banbury Soul Club, Banbury Utd FC, OX16 5AB 8pm-1am £5

11-13 The Flatlanders SC and Johnny Cash SC, present Johnny 6 Fingers rally. Bands, games, custom show, DJs and dark side sounds into the night. Flax Farm, Scole, Diss, Norfolk IP214DH £15 weekend, £10 Sat. Info on FB: Johnny 6 Fingers

11-13 WoT rally, Ukrainian Youth Camp, Notts.

18-20 21st Rhyl Scooter weekend, Robin Hood holiday site, Rhyl.

25-28 National, BSRA#7, Woolacombe

OCTOBER

1-5 Skamouth, weekend.

4 Wicksteed Parts Fair, nr Kettering, Northants.

23-25 National, BSRA#8, Southport Trade & Custom show

NOVEMBER

7 Banbury Soul Club, 17th Anniversary, Banbury Utd FC, OX16 5AB 8pm-1am £5

13-16 VFM* Great Eastern, Mablethorpe (TBC)

10-24 Hanoi to Hoi An Tour, Vietnam (see main ad)

20-23 SWSC Warmwell, Dorset

22 Walsall KW, parts fair.

National Scooter Rallies



10-13 April (Easter) – Whitby

8-10 May (VE Day) – Tenby

22-25 May (Spring Bank) – Kelso

26-27 June – Big 7, Kent

24-26 July – Weymouth

28-31 August (B/H) – Isle of Wight

25-27 September – Woolacombe

23-24 October – Southport

**4-6 September – Mersea Island
(extra signing-on event for BSRA Championship contenders)



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FRIDAY 10TH* BIRMINGHAM, THE MILL	SATURDAY 7TH BELFAST, LIMELIGHT	FRIDAY 10TH BURY ST. EDMUNDS, THE APEX
SATURDAY 11TH NORTHAMPTON, ROADMENDER	FRIDAY 13TH SWINDON, MECA	SATURDAY 11TH HASTINGS
FRIDAY 17TH MORLEY, TOWN HALL	SATURDAY 14TH LEAMINGTON SPA, THE ASSEMBLY	WHITE ROCK THEATRE
SATURDAY 18TH SCARBOROUGH, SPA	TUESDAY 16TH LOUGHBOROUGH, TOWN HAL	SATURDAY 18TH BEDFORD, CORN EXCHANGE
SUNDAY 19TH YORK, BARBICAN	THURSDAY 19TH ABERDEEN, BEACH BALLROOM	MONDAY 20TH* ST ALBANS, ALBAN ARENA
THURSDAY 23RD CRAWLEY, THE HAWTH	FRIDAY 20TH EDINBURGH, LIQUID ROOM	THURSDAY 23RD SHREWSBURY, BUTTERMARKE
FRIDAY 24TH CHELTENHAM, TOWN HALL	SATURDAY 21ST GLASGOW	FRIDAY 24TH WREXHAM
SATURDAY 25TH PETERBOROUGH	QUEEN MARGARET UNION	WILLIAM ASTON HALL
THE CRESSET	FRIDAY 27TH FROME, CHEESE AND GRAIN	SATURDAY 25TH LIVERPOOL
TUESDAY 27TH DORKING, DORKING HALLS	SATURDAY 28TH BARNSTAPLE, THE FACTORY	GRAND CENTRAL HALL
		WEDNESDAY 29TH KINGS LYNN, CORN EXCHANGE

* The Vapors will not be appearing at this venue

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Fri 12 June Glasgow, St. Lukes
Mon 15 June Belfast, Empire Music Hall
Tue 16 June Dublin, Whelans
Thu 18 June Northampton, Roadmender
Fri 19 June Nottingham, The Level
Sun 21 June Wakefield, Warehouse 23
Tue 23 June Margate, Dreamland
Wed 24 June Sheffield, Leadmill
Thu 25 June Newcastle, Riverside
Wed 01 July Harpenden, Public Halls
Thu 02 July London, Electric Ballroom
Fri 03 July Salisbury, City Hall
Sun 05 July Birmingham, Glee Club

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SAT 14 CLOUCESTER, GUILDHALL	SAT 17 MANCHESTER, CLUB ACADEMY
FRI 20 HULL, THE WELLY 2	THU 22 LIVERPOOL, THE CAVERN
SAT 21 STOCKTON-ON-TEES, GEORGIAN THEATRE	FRI 23 BRISTOL, THE FIDDLERS
FRI 27 EDINBURGH, LA BELLE ANGELE	
SAT 28 GLASGOW, ST. LUKES	
APRIL 2020	NOVEMBER 2020
FRI 03 DOVER, THE BOOKING HALL	FRI 06 FROME, CHEESE AND GRAIN
SAT 04 DARTFORD, THE MICK JAGGER CENTRE	SAT 07 SHREWSBURY, BUTTERMARKE
FRI 17 CARDIFF, PORTLAND HOUSE	FRI 13 CAMBERLEY, CAMBERLEY THEATRE
SAT 18 SHEFFIELD, FOUNDRY	SAT 14 SOUTHEAST, CHINNERS
FRI 24 COLCHESTER, ARTS CENTRE	FRI 20 OXFORD, THE BULLINGDON
SAT 25 BRIGHTON, CONCORDE 2	SAT 21 STOKE, SUGARMILL
MAY 2020	FRI 27 LONDON, 100 CLUB
FRI 01 MILTON KEYNES, MK11	SAT 28 LONDON, 100 CLUB

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Eddie Piller

LONDON, ROUND CHAPEL
SUNDAY 03 MAY



Scootering Words & Sounds

Contained in music somehow more than just sound...

TOM HINGLEY AND THE KAR-PETS: *May Contain Nuts* – DVD and CD 2-Disc Set



When is a tribute band not a tribute band? Now, here's a thing. Way back baggy when, I loved the Inspiral Carpets and oft was seen at their live gigs. Fast forward through trials, tribulations and suchlike and the songwriter, icon and one-of-a-kind eccentric Inspiral Carpets frontman Tom Hingley, still gigs with a different back-up. But the song remains the same...ish. The Kar-Pets. To get a

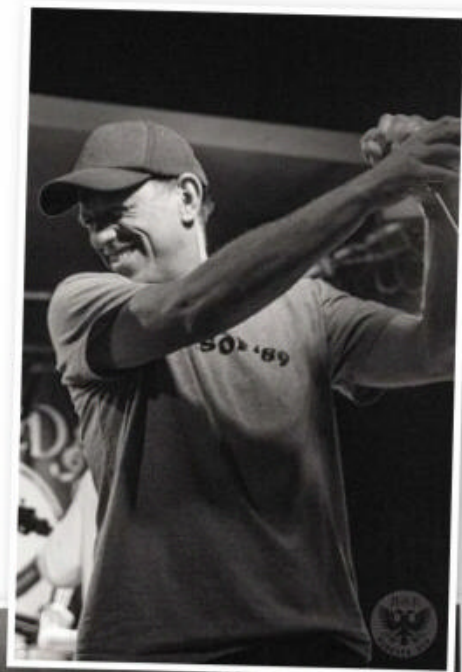
good grip of what I mean, get an eyeful and lug-hole full of their live DVD and CD.

Recorded at a sold-out show, it's Tom's new take on their back catalogue, with pumped-up performances of classic tracks such as Saturn 5, Bitches Brew and Find Out Why, to name a few. The Kar-Pets are a self-admitted tribute band. However, they're fronted by Tom, the lead singer for their successful period. He joined for the band's sensational Life album, which featured their anthem This is How it Feels. Track listing as follows: Saturn 5, Commercial Rain, Joe, Find Out Why, Move, Two Worlds Collide, I Want You,

Bitches Brew, Keep the Circle Around, She Comes in the Fall, Sackville, Generations, Directing Traffic, Saturn 5 Reprise, This is How it Feels...

Go and look for Tom Hingley, or the Kar-Pets online and you'll soon get a link to the goodies he's produced. If you weren't around for the baggy bouncing era, then check it out for the vibe; if you were, it more than does justice to the memory.

Words and pics: Rik



Le Birrette: *Gals Songs Only*



Modern ska is not all Two-Tone cover band wannabees. Here is the proof... Le Birrette are 'the new all-female ska sensation' from Bologna, Italy. Since they got together in 2015, they've dug into the Jamaican rhythms from the '60s and the '70s: from ska to rocksteady, reggae and roots. Their inspiration comes from The Techniques, The Gaylads, The Pioneers and the instrumental session bands at Studio One and Treasure Isle. They've a beautiful combination between vocal harmonies and the groove of the instruments. The vocal does remind me of Amy Winehouse, but that's no bad thing, there's also the vibe of

Althea and Donna. Roots! They have toured Italy, Germany, the UK and Jamaica, sharing the stage with the likes of Johnny Osbourne, The Skatalites, The Aggrolites, Ken Boothe, Dennis Alcapone, Keith and Tex. And they've played at the London International Ska Festival, Berlin Ska Festival, Ocho Rios Jazz Festival and Dinamite Ska Festival. Jet setters!

Their LP debut *Gals Songs Only* was released with the video *Jamaican Night*, soon after, a second official video was released for *Wounded Man*, an original track against gender violence. They produce all their own recordings. The album and the EP were recorded live and direct on reel in a full analogue studio, in the typical style of '60s Jamaica. They are a really good wave of freshness to the genre. More power to them.

Words: Rik

Images supplied by: Le Birrette



Goodbye Victory Road is both the project title as well as the collective name for the contributory collaborators. Co-vocalist, bassist and drummer Pat McVicar explains: "Goodbye Victory Road is one of those projects where a bunch of people have helped each other out, crossing into each other's songs. The people involved as part of Goodbye Victory Road include members of Medway area bands and acts The Loop, The Regents, The Dying Breed, The Bresslaws and British Litter." Some of them are also scooter riders/owners, which is significant, given that Goodbye Victory Road is something of a Mod-rock opera, telling the life story of Billy James, growing up in 1970s working-class Britain. It paints pictures with music and lyrics to provide a social commentary narrative of Billy's experiences living through those times. Billy is a fictional character whose encounters will strike a chord with many of a certain age as Goodbye Victory Road could be their story. Part 1 consists of 21 tracks that accompany Billy on his journey from a young pre-pubescent teen, through a variety of rites of passage points, including early relationships, fashion, evolving music tastes, nights out, and entering the rat race of working for a living on his journey to young adulthood. The majority of the songs on Goodbye Victory Road are outstanding enough to stand alone, however, the whole point of Goodbye Victory Road is it's intended to be heard in one sitting as a complete piece, as the subject matter of the social commentary, quasi-historical observational



lyrics are chronological. A captivating project, that works on several levels, well-executed and delivered. Work has already commenced on Part 2 of Goodbye Victory Road or, given its Mod-rock opera aim, maybe that should be Act 2? Revisiting the rock opera concept while putting a more contemporary spin on the presentation and delivery could be

perceived as an extremely ambitious project. Goodbye Victory Road (Part 1) ticks all the prerequisite boxes and then some, delivering a truly high-quality conclusion to a project that has been two years in the making (so far), with the music being part Mod, part punk and part Medway sound inspired.

Sarge

Emptifish Sonic Love *Detour CD album*

Released in August (2019), in real terms this is Pompey's garage/surf/punk/fuzz outfit Emptifish's debut full-length studio album. The band first exploded on to the music scene back in 1983 and even performed at legendary 1980s psychobilly venue Klubfoot at The Clarendon Hotel, London. Back then, pretty much all of their live performances ended up in total mayhem, reaching a point where they were banned from playing live, anywhere. Their following included a number of Pompey's notorious 6.57 football hooligan crew during those days, and by 1987 Emptifish had run their course. Fast forward to more recent times and Dizzy at Detour Records, who is renowned for his detective work tracking down bands from the past who nearly but not quite achieved a degree of success, turned his spotlight on to Emptifish. Result being a couple of CDs of their 80s recordings, followed by 2017's Sonic's Got a Raygun CD EP, then what was a



retrospective 'best of' CD album, 6.57 The Best Of Emptifish. As tends to often happen after Detour revisits a band from the past, Emptifish reformed (albeit with a revised line-up), a few years ago on the back of their revisited back catalogue, since when they've not only played a few shows, released an EP and a 'best

of' album, they've also supported The Damned. The returned to a recording studio to cut a brand new 12-track album, Sonic Love, on which none other than Rat Scabies guests on four tracks. Sonic Love, with the exception of Let Love In (Bhagwan mix), an eight-minute-long stripped-down epic closing track, is absolutely overflowing with solid gold nuggets inspired by 60s garage/surf/trash/fuzz/punk. At different times reminiscent of, references to the likes of The Cramps, B52s, Stooges, The Milkshakes, Trashmen and The Seeds. Particular stand-out tracks are Bad Girl, Jesus From Venus, Long Long Time and Psychedelic Surfer. That said, the entire album, albeit from a lo-fi, alternative direction, is all killer and no filler. Vinyl copies of Sonic Love sold out almost instantaneously, however CD format copies are available.

Sarge

Vice Squad – The Albums 1981-84 (Box Set, Captain Oi!)

For a few years in the early Eighties, it seemed that Bristol's Vice Squad could do no wrong. Lead singer Beki Bondage was the darling of the music weeklies, her sexual stare peering out from seemingly every issue of Sounds, with the band's sound being pretty much the template for many punk groups of that era.

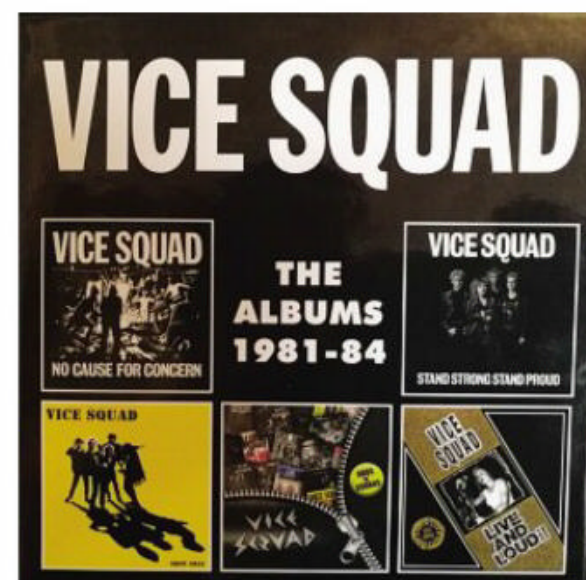
Three chords, in your face, with distinctive vocals, Vice Squad left behind a trail of classic singles and a pair of well received albums before Beki left to do other things, unhappy with the direction that the band was starting to take.

She was replaced by Lia, a singer who sadly didn't have the impact of the original vocalist, and the band slowly slipped into the history books after recording one further album, one which tended more towards a softer side, with

hints of glam rock coming through. This box set brings together these three early albums, with the debut and follow-up being by far the stronger two of the three. Time allows us to assess all three equally, and sadly the Lia era release suffers in comparison. There is the almost obligatory live disc included here, a fair capture of the band's live sound, but not a new discovery – it was previously released on Link back in the late Eighties as a part of its 'Live and Loud!!' series. None of these are the highlights of this set for me though. That accolade goes to the collection of singles, rarities and odd album tracks that shows the band from its very earliest incarnation through to its death throes, and there is barely a poor track anywhere on it. For a flashback to when punk was king, and the indie charts

truly represented the underground sounds of the day, you'll go a long way to better this release.

Nik



Pama International – The Altruistic Soul Sound of... Part Two (Happy People)

Although largely known as a reggae/ska act, Pama Int'l have never been afraid to experiment with their sound, and following the critical success of last year's soul album The Altruistic Soul Sound Of... they return with a second instalment.

It kicks off with a storming female-fronted version of (I Can't

Get No) Satisfaction that riffs heavily on a Blues Brothers Stax Records-type sound that pulls out all the stops, glues the pedal to the floor and tears along with a show-opening pace that couldn't last more than the allotted two-and-a-half minutes if it tried.

The pace drops off for the beautifully emotion-packed I Can Never See, while Skies Are Blue is a wonderful take on the laid back country soul of the mid-Sixties. Come For Me fooled me at first. I would have sworn that I knew the original from my 'nighter days, but it seems that it's a Pama original. Upbeat and catchy, with a brilliant call-and-response chorus, it's probably too fast for me to dance to now, but would have been perfect for those amphetamine-fuelled days of yore. Feel Like Jumping comes next. The Marcia Griffiths classic reworked as a soul stomper? Oh yes.. and then some. The singer, Jewels Vass, has more than a hint of Sugar Pie DeSanto about her voice here, with passion flowing over a solid four on the floor beat with a decent dance break in the middle. Tailor made for the northern soul scene, an absolute killer.

In the manner of a traditional soul album that wasn't made for any particular niche market, the album finishes with a trio of tracks that aren't necessarily dance floor friendly. I Cried Til It Stopped is a rework of an older Pama tune, given a laid back soul feel and is followed by a wonderful interpretation of Carole King's classic It's Too Late. Album finisher Seems Like We've Gone Too Far is blues in a Sunday suit, polished but painful. A wonderful album ender, and just the right note to end on. Based on the two soul albums they've released so far, it seems Pama International have found a new niche that they can build on.

Nik



Alton Ellis – Greatest Hits, Mr Soul Of Jamaica (Dr Bird)

One of the most assured voices to come out of Sixties Jamaica, Alton Ellis had a five-decade career, was one of the creators of the rocksteady sound and left an indelible mark on the fledgling reggae scene. This compilation brings together the best of his recordings for Duke Reid's famous Treasure Island label, starting with the best-selling collection of material that gives this album its title, then expanding with the remainder of his recordings on that label, giving 49 tracks across two CDs. Unlike the Treasure Island release of the compilation, these are the original cuts as they were first released on single, free of the terrible use of stereo 'pan and scan' and overdubbed drums that featured on the release. Included in the collection are classics such as Rock Steady, Dance Crasher and Remember That Sunday, along with lesser-known releases and a handful of alternate takes and other unreleased tracks.

Nik



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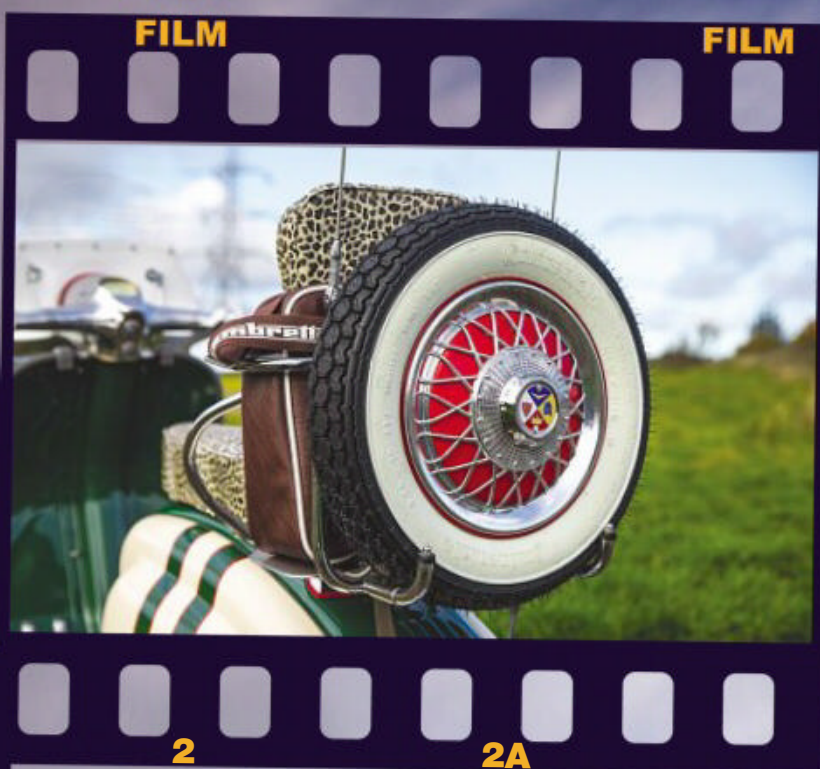
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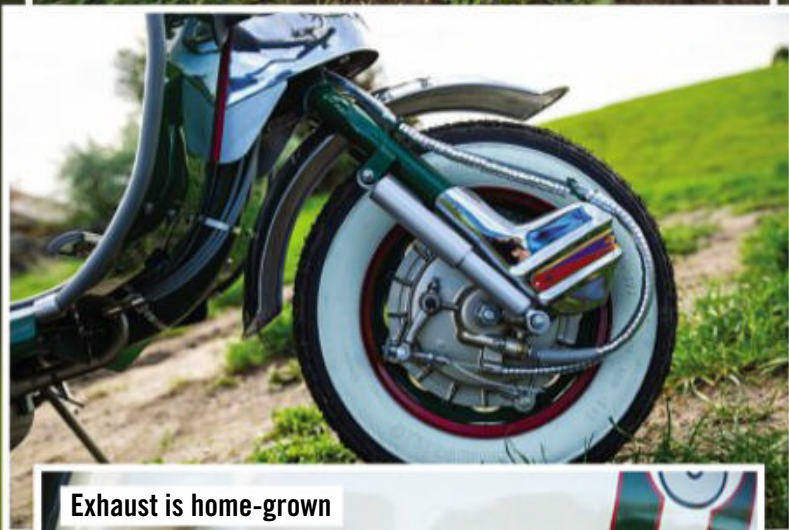
We've all heard it, "I had one of those in the '60s". In Roy Eale's case it's true and now he's recreated his youth.



Roy earned 'Best Mod Accessories' at this year's IoW rally



Chrome won't get you home but polished ally can



Exhaust is home-grown



It's an endless debate, "What did a Mod scooter look like in the '60s?" Cast an eye across the green at Ryde or attend a retro festival and the casual observer could be forgiven for thinking that the answer is dozens of lights and mirrors. The truth however can only be gleaned from someone who was there at the time and that man is Roy Eale.

Swinging Sixties in Sheffield

Now in his early seventies, Roy is a man full of energy. He's an Isle of Wight regular, still rides and isn't afraid to wield a spanner or two. His interest in scooters spans six decades, but as he explained, this passion didn't begin with one of the two big marques. "As a teenager I caught meningitis," he began. "I was too ill to move and, even though I was in a coma for two weeks, my mum was the one who took care of me. When I regained consciousness I looked out of the bedroom window and even now I can see it clear as day, a blue and white ISO Milano. It was the most beautiful thing I'd ever seen and once I was fit enough I went across the road and offered to buy it. That was the beginning, it snowballed from there."

Of all the scooters he's owned it's his first Lambretta that holds the most memories. "I bought my first Lambretta from a

“ The problem was that I've no photographs left of that scooter and my memory's not what it was. With Carol's help I've built what I think is a true representation of the Lambretta I rode in the early '60s. The main differences are that it's cleaner, better finished and much more reliable. ”

friend at college called Steve Butler. He'd started to customise it and I liked the style. I paid him £35 for it and that was when the fun really started. We'd hang around the 'La Fav' cafe on Carver Street in Sheffield which is where I met my wife, Carol. Our favourite spot was Peter Stringfellow's Mojo club in Burngreave. We spent a lot of time hanging out there. We saw them all before they became really famous: The Four Tops, Diana Ross, Temptations, Jimmy Ruffin, Marvin Gaye and many more of the Tamla Motown school. To top it all, we paid six shillings to see The Beatles. That's 30 pence in today's money, what a deal!"

One archetypal Mod accessory with genuine '60s pedigree is the whip aerial, although in Sheffield they had an unusual history. "There was a garage in the village called Hemingway's that dealt in army surplus. We used to buy tank aerials from there and fasten them to the back racks. There was a popular competition to see who could overtake a double-decker bus while leaning the scooter over to bang the aerial on the top deck windows. So far as the rivalry between Mods and Rockers was concerned, we left one another alone. Only once



do I recall any trouble and that was when we went to a cafe in the Park Hill Flats. We didn't know it was their territory and got quite a beating, the Lambretta took a few hits as well!"

Family Obsession

The following years saw scooters take a back seat while Roy and Carol concentrated on establishing a successful business and raising their family. Although the Li had been sold years before he'd been born, it was Roy's son, Ricky, who would inadvertently bring about the Li seen on these pages. "When he turned 16 Ricky said he wanted a scooter," said Roy. "I flatly refused to allow my son to have a scooter. I told him it was too dangerous, that he was too young, and to wait for a car. Suddenly I realised that I'd turned into my father. We went straight out and bought a PK50."

At this point it's worth mentioning that Roy's passion is shared by the whole family. His wife Carol still rides pillion, Ricky is still an enthusiastic rider and Ricky's wife Debbie picked up a trophy at this year's IoW rally for her Pimms-themed Li. With so much scooter activity around it was inevitable that Roy's lust for scooters would resurface. He's shy about his collection but it's fair to say that it's immaculately kept and although he's finished a couple of machines in what he terms the "Modern Mod style", it was the thought of his old Lambretta that haunted him. One of Roy's parts contacts is a dealer in classic cars and when Roy noticed a sad looking Li hiding in the corner of the workshop, the die was cast. It was time to revisit his youth.

Resurrection

Roy laughed: "The problem was that I've no photographs left of that scooter and my memory's not what it was. With Carol's help I've built what I think is a true representation of the Lambretta I rode in the early '60s. The main differences are that it's cleaner, better finished and much more reliable." The base for the project was uninspiring and required a lot of work just to bring into shape. During this period Roy added some of his own improvements to the Innocenti design, reinforcing the frame canopy and strengthening the leg shield floor. Incredibly Roy managed to rescue almost all the panel work, only the rear foot boards were beyond salvation.

Looking around the scooter and comparing it to modern interpretations of the Mod style, one thing that's striking is the restraint of its design. The spotlights are genuine Miller that Roy's had salted away for years and more sporting than decadent. One thing that's noticeable for its restraint is chrome. "That cost money back then, even in Sheffield," said Roy. "I've stayed true to Steve's original design by having the horncast, headset and rear light surround polished. If done properly it looks like chrome and is easy to care for. I use Solvol Autosol to keep the surface sealed and have never had any problems."

One difficulty Roy encountered during the build was, in his own words, "finding people with the same enthusiasm for the project". This was a particular problem with paint and after a couple of false starts Roy eventually commissioned The Scooter Paintshop in Leicestershire. "Craig really understood what I was trying to achieve

and has done a fantastic job," said Roy.

Another component that required some lateral thinking was the exhaust. "I remember the original's look and sound very clearly," said Roy. "The only way I could recreate it was with a 'cut and shut' of two units." Another adapted component was the rear rack. When Roy couldn't find a suitable example tailored to the Series 2's curves, he adapted a later model. "As soon as I finished someone reproduced it for the Series 2," he laughed.

Talking to Roy is a pleasure, he's knowledgeable without being overbearing and has an enthusiasm for life that's lacking in many a quarter of his age. His latest project may be an attempt to recreate his past, but it's also part of his future. If you want to see him and his scooter in person, just head for the Isle of Wight next August Bank Holiday – Roy will be the one smiling.

Words: Stan

Photographs: Gary Chapman

MAN & MACHINE

Owner: Roy Eale

Hometown: Sheffield

Club: "Just the family"

Scooter Name: Glory Never Fades

Model: Lambretta Li150 Series 2 (1960)

Engine: 186 Mugello, reinforced crank, Varitronic ignition, standard 22m Dellorto carb, standard air box with BGM mesh air filter, TV 175 gearbox.

Paint: Craig at The Scooter Paintshop

Thanks to: Carol, Ricky and Debbie. "If I had my life to live again I'd do it with the same people."



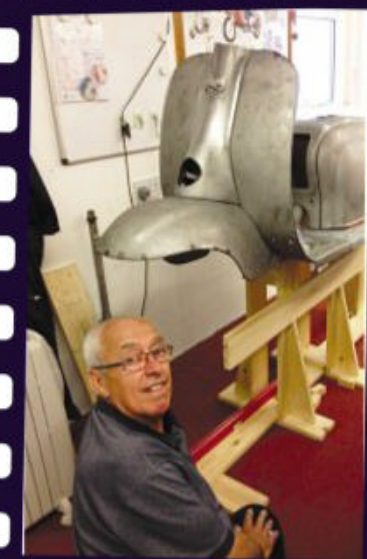
Roy and his time machine

Riding at 70+, and we're not talking MPH



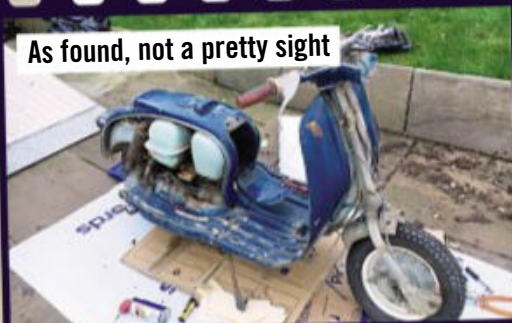
“ When he turned 16 Ricky said he wanted a scooter,” said Roy. “I flatly refused to allow my son to have a scooter. I told him it was too dangerous, that he was too young, and to wait for a car. Suddenly I realised that I’d turned into my father. We went straight out and bought a PK50. ”

Roy's a hands-on owner



Restoration was to the highest standard

As found, not a pretty sight



Roy, like many of us, put a lot of 'time, trouble and money' into this scooter... and enjoyed every moment of it.



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LAMBRETTA PRESERVATION: PART 4

The problem with preserving and cleaning the engine is: how do you overhaul it without interfering too much with the original components inside?



With the engine on the bench, it is pretty evident that it will need fully stripping to clean and service correctly. Note the tired-looking exhaust that will have to be replaced

When it comes to the engine, difficult decisions have to be made regarding how you want to clean it. The problem is, in reality, it needs fully stripping down to do the job correctly but at the same time, you don't want to disturb the original components. If the engine isn't running anyway it doesn't matter – but if it is, it still needs to be stripped regardless. What you must do is proceed with caution to prevent damaging anything. Not that anyone is saying an engine would be taken apart recklessly but usually the old components would be discarded as modern-day replacements are being used. Look at it this way – preserve the engine the same way as you

are doing with the paintwork.

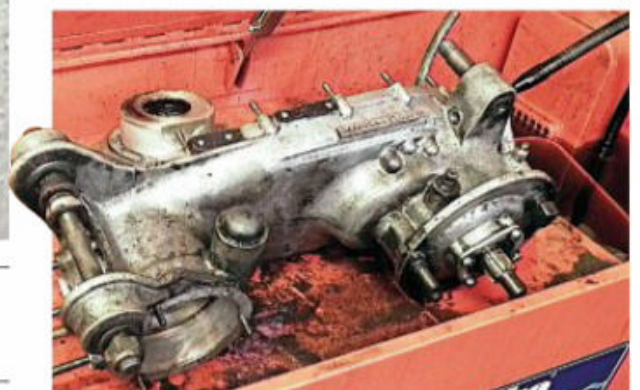
You can't save everything

Any engine, no matter how good the internals are inside, will need some parts replacing. Oil seals, for instance, will be over 50 years old, perhaps 60 depending on what model it is. Even if they still work, chances are once you start running the engine they will quickly fail. The same goes for the clutch plates; if they are free they may work for a while but the cork can quickly break up, being so old. The springs may have lost tension causing slip. Then there are the bearings – though they may look okay they will not have moved in decades and pitting may have occurred on the running track over that time.

As you take the engine apart, be careful



Upon closer inspection, the internals of the transmission are showing big signs of wear, meaning everything else will probably be the same



Using a parts cleaner is the best way to leave a factory finish on the casings. Rather time-consuming but worth the effort to get the best result

not to damage anything, such as a seized cylinder. Though some force may be required to remove, try not to break any fins off in the process. Don't remove anything without the correct tools and try to save everything. Once the engine is fully stripped then you can check everything thoroughly to see what does and doesn't need replacing. Once you are down to the bare casing, that can also be cleaned and then rebuilt.

Casing cleaning

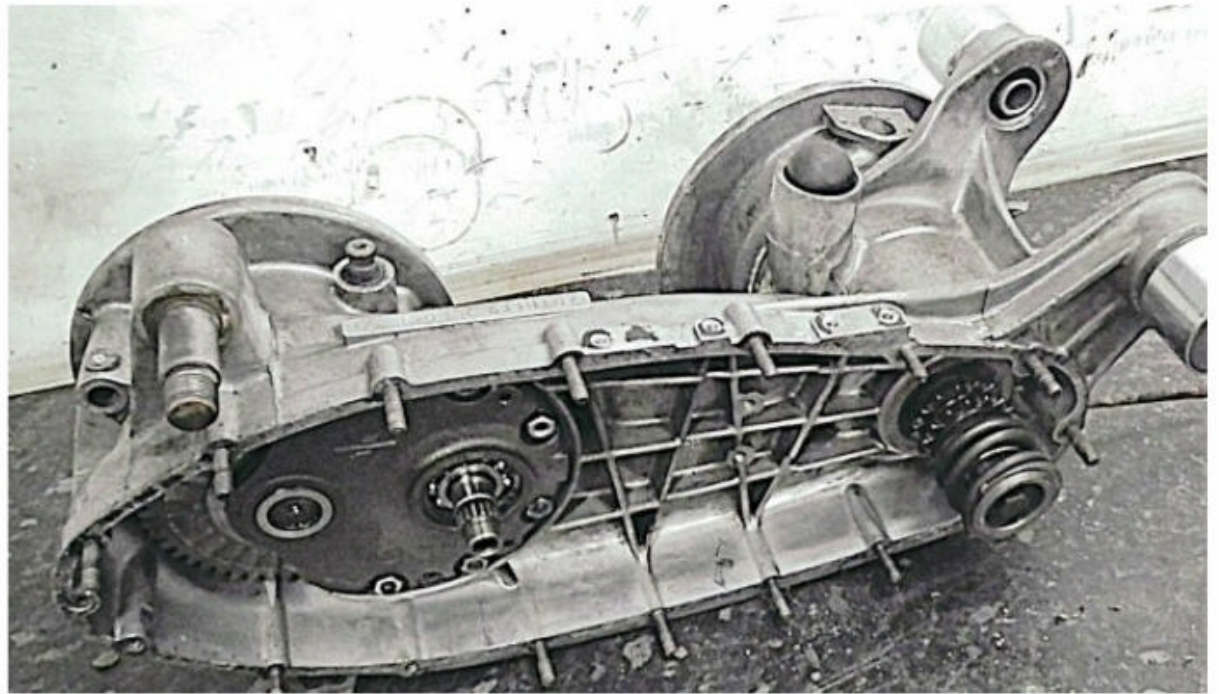
Cleaning of the three engine components, the main casing, side casing and mag

housing, needs to be done correctly. You only want them looking the way they came from the factory. This means any process such as acid dipping or soda blasting should be avoided. Though they will clean the aluminium surface to a high standard it will be too good and look out of place. The only way to get the correct finish is to remove all the dirt manually, preferably in a parts cleaner. Though this may seem a rather more laborious way of cleaning, which it is, this will give by far the best results and the finish you are looking for.

If any of the casings need repair work, such as welding to a crack or worn thread, then there is nothing you can do about that. Over time the fresh aluminium will slowly discolour and blend in with the original. One of the problem areas when trying to keep things original are the engine mounts. Replacing with new ones makes them stand out like a sore thumb but if the rubber in the mount has perished then they will need replacing. If they are still in good condition then there is no need to replace them just for the sake of it. Use the best ones available and look at it this way – somewhere along the line, components have to be changed regardless.

Replacing worn engine parts

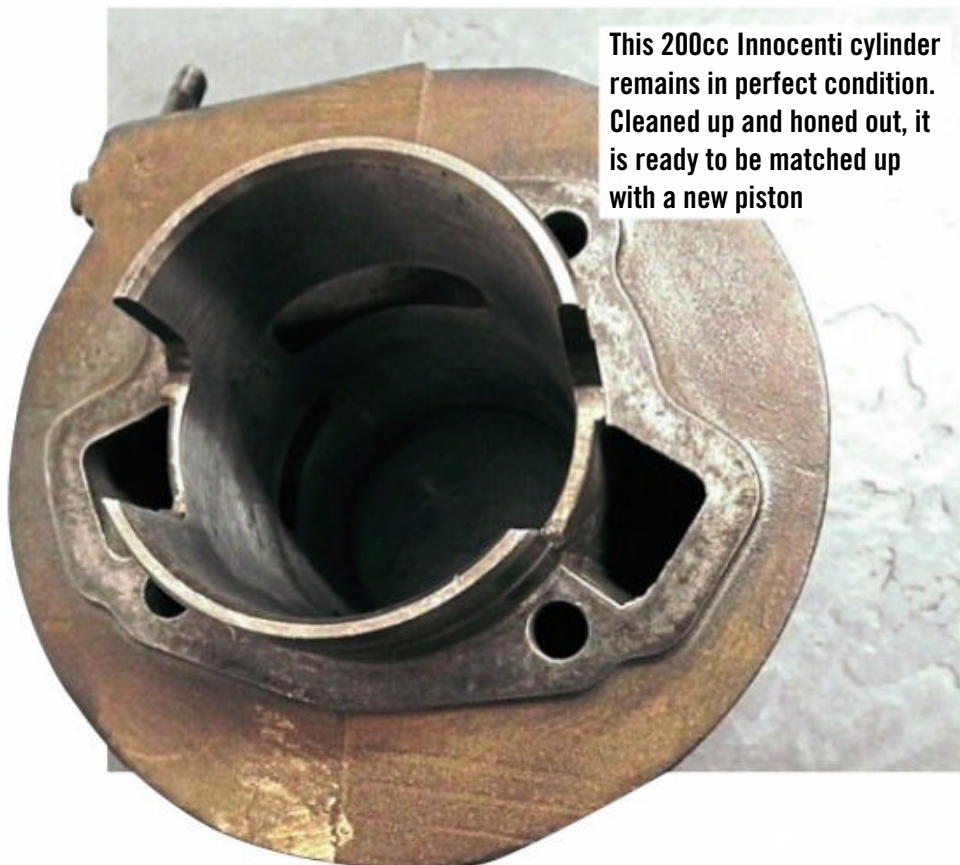
This is where it becomes difficult as the temptation is to use modern-day replacements because it's easier to do so. Many of the components such as gears and cush-drives will in all likelihood be fine to reuse. Innocenti components were very well made and, though there may be slight wear, still perfectly good enough to use. Remember you are keeping the engine totally standard so don't need to upgrade anything to cope with extra power. As already mentioned, items such as bearings, oil seals, clutch plates, etc.



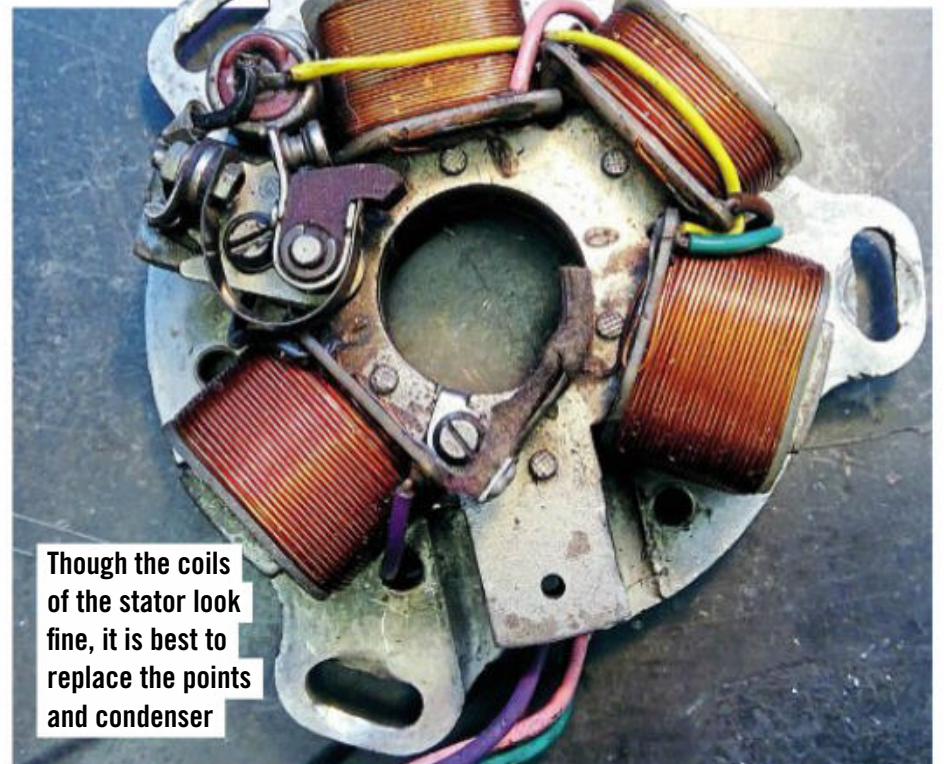
Once cleaned the rebuild can begin. Although the engine mounts have had to be replaced on this engine, they don't stand out too much



Most oversize pistons are available. The quality of the Meteor brand has been vastly improved over the years and they are a good replacement for the original.



This 200cc Innocenti cylinder remains in perfect condition. Cleaned up and honed out, it is ready to be matched up with a new piston



Though the coils of the stator look fine, it is best to replace the points and condenser



The flywheel can be checked for magnetism using a Fluxmaster. Each pole should read 6 on the scale – any less and the magnetism is poor. If so a magnetiser such as this one can be used to restore it.



An Innocenti crank that is heavily coked up. Though the con-rod may look okay, there could be slight surface rust and pitting on the running surface, so it is best to fit a new one

must be replaced with new ones. Things like a worn crown wheel as an example will need to be changed but try to source an original equivalent. The same goes for any other component that is worn.

Using a good second-hand Innocenti item may seem strange but actually, it isn't. The replaced part will have many thousands of miles of use left in it. Many engines over the years have had their internals renewed when they have been upgraded. This has left a lot of original Innocenti items left over so they are easier to find than you might think. Dealers are a good source and the advantage is you can inspect the item to check it for wear before buying.

Crankshaft and top-end

The crankshaft may be in very good condition but the big end bearing needs looking at. If the engine has run over the years and there is no excessive wear then it will be okay to use. But if the engine has been left idle for a considerable amount of time, then pitting can occur on the con-rod surface and even the rollers themselves. Though it may appear okay, if pitting has happened, once running, the bearing can wear very quickly, causing all sorts of problems. If there is the slightest doubt then get the con-rod changed. The

webs themselves are fine and it seems a shame to just bin them in favour of a modern-day crank.

The barrel piston and head will all need checking but it's the first two that are the main concern. If the bore is clean and there is no excessive wear then it should be okay to use without a re-bore. The piston will need checking thoroughly for cracks on the skirts and wear on the ring pegs. The problem you have is how many miles it has actually done. Unfortunately, you can't tell even if the speedometer is still working. Let's face it, quite often they stop working on a Lambretta and the reading can't be taken as genuine. If the piston is loose in the bore then this will indicate it has done a lot of miles. Similarly, try a new set of rings the same size in the bore. If the gap is big, this will also indicate the same scenario. If it is the reverse, and the gap is fine and the piston within the desired tolerance, then there should be no problem using it.

The rings should be replaced even if there is little wear on the bore. If the barrel does need re-boring then try if possible to only go up to the next size and extend its life. Oversize pistons are readily available, certainly on series I, II and III cylinders. Be careful of just replacing a piston that is worn or damaged but leaving

the bore as it is. Don't just take it for granted the new one will have the correct tolerance. Get it honed out to make sure the clearance is correct down the whole length of the bore.

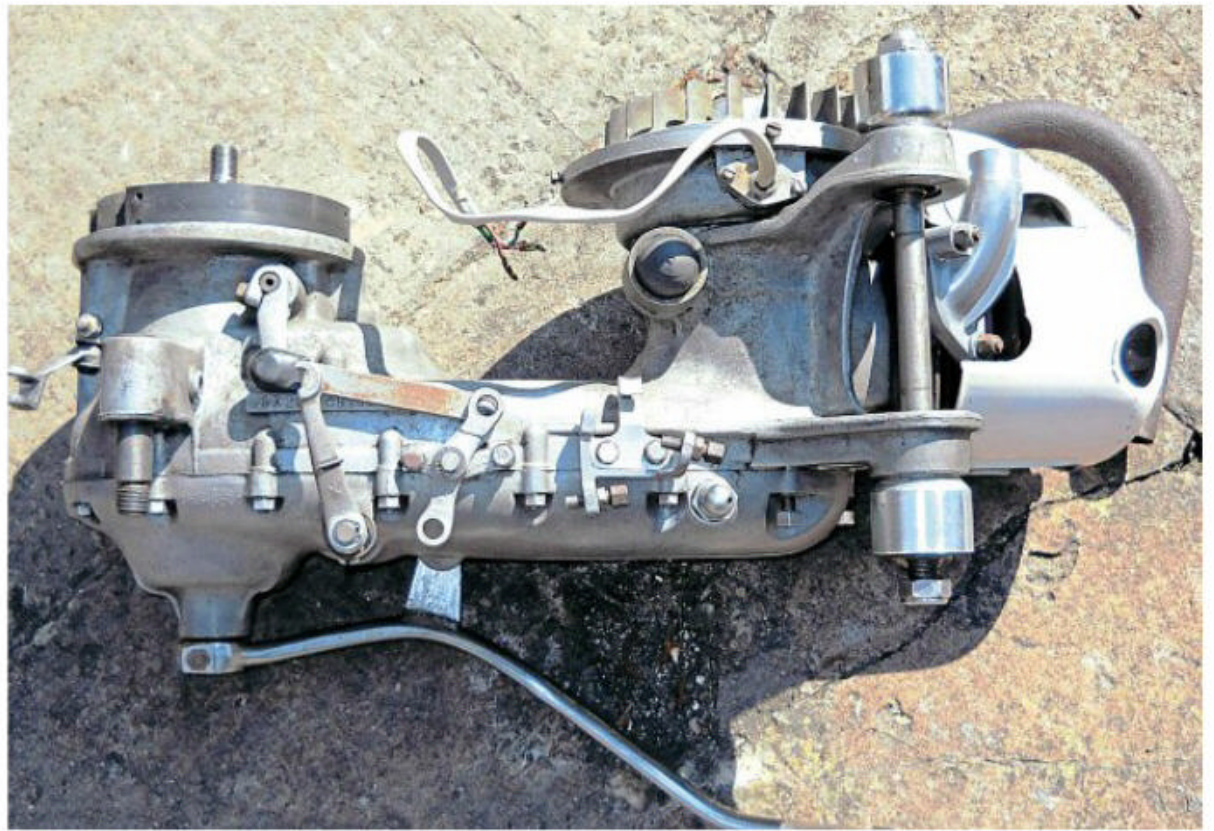
Rebuilding the engine

The rebuild should be fairly straightforward as the engine will be totally standard. Even so, measure all the tolerances in the top end just as though you were building an engine from scratch. Just because the majority, if not all, of the same parts are going back together, doesn't mean you shouldn't check everything. The same with the transmission – check the chain for alignment and the gearbox shim for clearance if a gear cog has been replaced.

With the stator plate, don't just fit it back where it was originally. Start off as though it was being put in the engine for the first time. Measure the TDC and put a mark on the mag housing, regardless of where the old one was. It is best to replace the points and condenser. With a new cam on the points, the timing will need to be set correctly again as it's bound to differ from where it was originally. At the same time, the flywheel should be checked for magnetism and

re-magnetised if required. If the coil was working beforehand then there is no reason why it shouldn't do afterwards. If a replacement is needed, then there are plenty of good second-hand ones available as most modern-day Lambretta engines have been replaced with electronic ignition.

Lastly on the engine overhaul is the exhaust system, which again is a tricky one. Though it may look okay on the outside, inside it can be a totally different story. Again there is no way of knowing how many miles it has done and just how coked-up it is inside. If the box section is heavy that is a sure-fire way to tell you that it is. You can also look at the inner circumference of the downpipe which can have a build-up of carbon up to 2mm thick. Though you can decock the exhaust with caustic soda if the build-up is too great, you will never remove enough of it to make the exhaust efficient enough. Even if it feels light over time, rust and dirt will have built up inside. Unless it has done little mileage, getting good performance out of the exhaust will be difficult. This can give two problems: slow, sluggish acceleration and poor top-end speed. More worryingly,



Fully cleaned and overhauled, the engine is now ready to be put back in the frame

a blocked exhaust will cause overheating and could lead to a piston seizure. Unless the performance of the exhaust is good, the reality is that it's one of the components that will need changing.

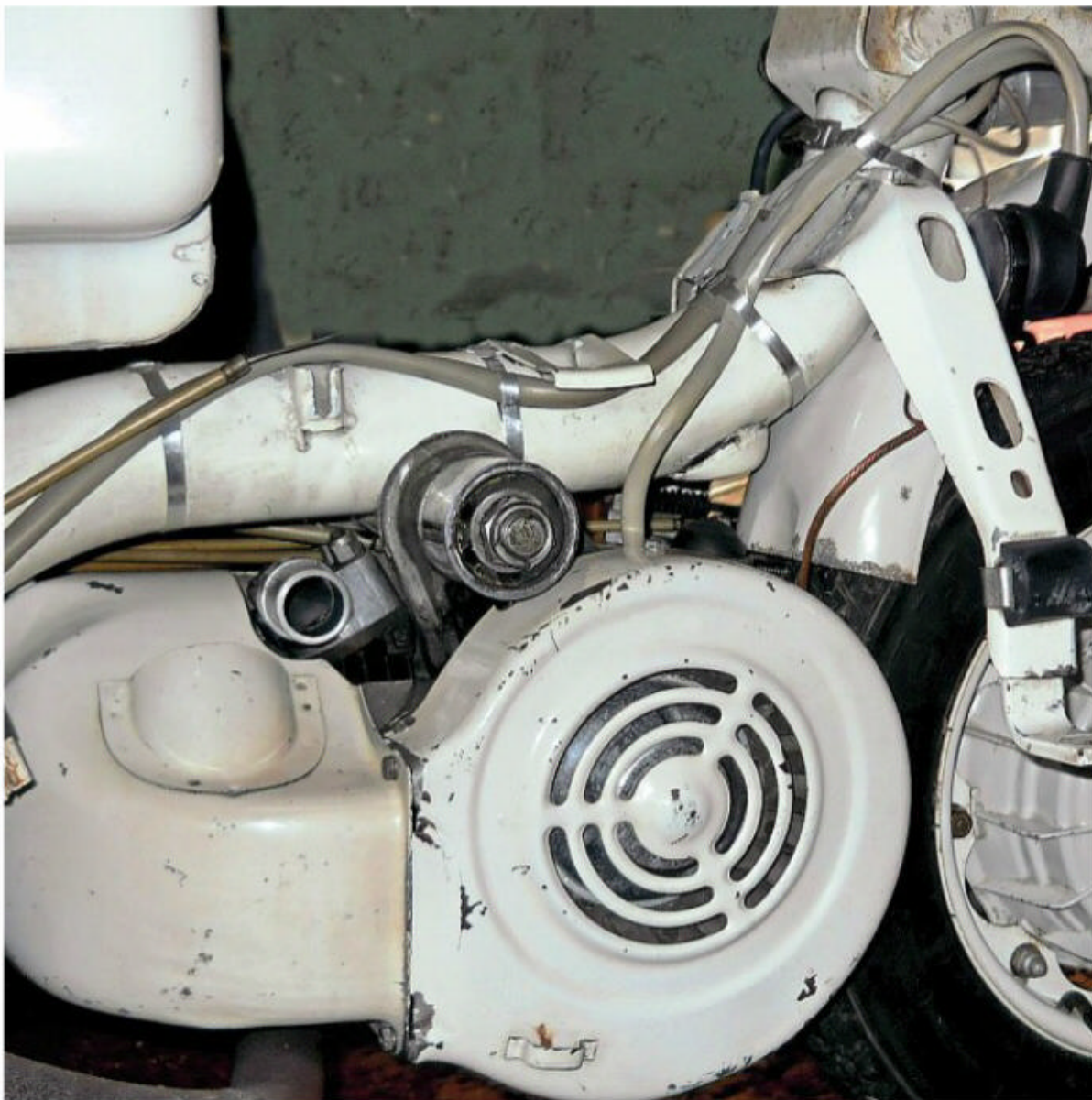
Don't use it for sentimental reasons – it's not worth it. Luckily there are many good replacements out there almost if not identical to the original. Even if the paint looks to be perfect to start with, once used for a while it will discolour and blend in with the rest of the machine.

Refitting the engine

Once fully built, the engine can be put back in the frame when that area is cleaned up. If the original cables and linkage have been checked and are okay to use, start off by bolting them back to the engine. Then re-route the stator wires along the frame tube and connect to the junction box. Now fit the rear brake cable and connect it to the brake pedal. All that is left now is connecting the carburettor to the throttle and choke cable. Once these are done the engine part of the preservation is complete and finished, apart from a few minor checks.

Firstly fill the transmission with oil and turn the engine over a few times without the spark plug in to get the oil around all the components. Fit a spark plug to its cap and earth it to the engine. Turn the engine over again to make sure you have a strong spark. Now fit the plug into the cylinder head and check you have compression by using the kick-start pedal. Finally, pull in the clutch lever and make sure the clutch is disengaging fully and you have the correct bite point on the lever itself. Happy that all these checks are complete, this leaves the way clear to place everything back into the frame shell and begin the final stages of the preservation.

Words and photographs: Stu Owen



With the engine now fitted, start off by connecting all the cables and wiring before moving on to the next stage of fitting the petrol tank etc.



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Old Time Tuning

It's all in the blend; good times and a family connection run through the veins of Steve Donnelly's Series 2, which he's significantly developed over the years...





Constant progressions



Steve purchased the scooter that forms the platform for this project around 12 years ago. Since 1962 it had only ever been registered in Wales and Steve was the second owner. It also came with all the original paperwork, which gave it a perfect pedigree.

When Steve first acquired the scooter the Series 2 wasn't quite as popular as it is now. He explained: "Also it was red and white and a little rough around the edges. After a while of running the scooter in its original form I decided that I would repaint it in a new design, so it then went to Old English white and silver. I was happy with this, until one day when I was coming along the A55 from a rally and I had a blow-out on the front tyre, which sent me and the scooter down the road. The scooter dug itself into the ground, flew up in the air around five feet and landed back on its headset. I thought, "This is now the time to do a full rebuild!"

Changes

About six years ago, after the blow-out incident, Steve decided that he would give the scooter a black and silver paint job with chrome trim. "I've always thought black and chrome looks nice together. Then, after running around with it in that form for about four years, I began to consider a change in design. However, because the paint looked so nice I decided to keep it as it was; but I wanted to add



Quality and class

“ I've always thought black and chrome looks nice together. Then, after running around with it in that form for about four years, I began to consider a change in design. ”



Air scoop



Grandad's initials take pride of place



SCOOTER SPECIFICATIONS

Has the scooter won any show trophies:

2014: Rhyl – Best Lambretta, Cloud 9 – Best in show, Wrexham SC – Best Lambretta

2015: Liverpool SC – Best overall scooter

2017: Queen's Park SC – Best Lambretta, Southport VFM – Best paintwork

2018: Tenby Welsh National Scooter Rally – Best Lambretta

2019: Mutley's – Best Custom, Burton Brewers – Runner-up Best Lambretta, Lambretta Club of Wales – Best Lambretta

Name of scooter and reason: JD (Jack Daniel's). The scooter is themed after Jack Daniel's single-barrel whiskey – as the engine has only one barrel, I thought it was fitting. The only whiskey I drink and I drink a lot of it at rallies is Jack Daniel's, so it reminds me of the good times. The JD on the front of the legshields is there to pay respect to my grandad, who was a big part of my life, his name was Jack Donnelly and he was a big family man. He enjoyed having his family around him and liked a tippie of Jack Daniel's himself.

Scooter model: 1962 Series 2 Li 150.

Time to build and by who: All the mechanical work and paint by me. Gold leaf work was carried out by Phil Appleyard of Monster Forge.

Engine spec

Kit: 186 Imola Ultimate

Crank: AF high power with a Jap'110 rod.

Carb: 30mm open-mouth Dell'Orto

Exhaust: JL3

Clutch: 4 plate clutch with GT springs.

Gearbox: AF 5 speed

Ignition system: Varitronic

Porting work by: Cleaned and opened the transfers myself

Dyno done by: PSL

Describe engine performance, power delivery and scooter handling: Nice and smooth after fitting the JL3 and the five-speed gearbox.

Top speed and cruising speed: Top around 90mph, cruising 60mph

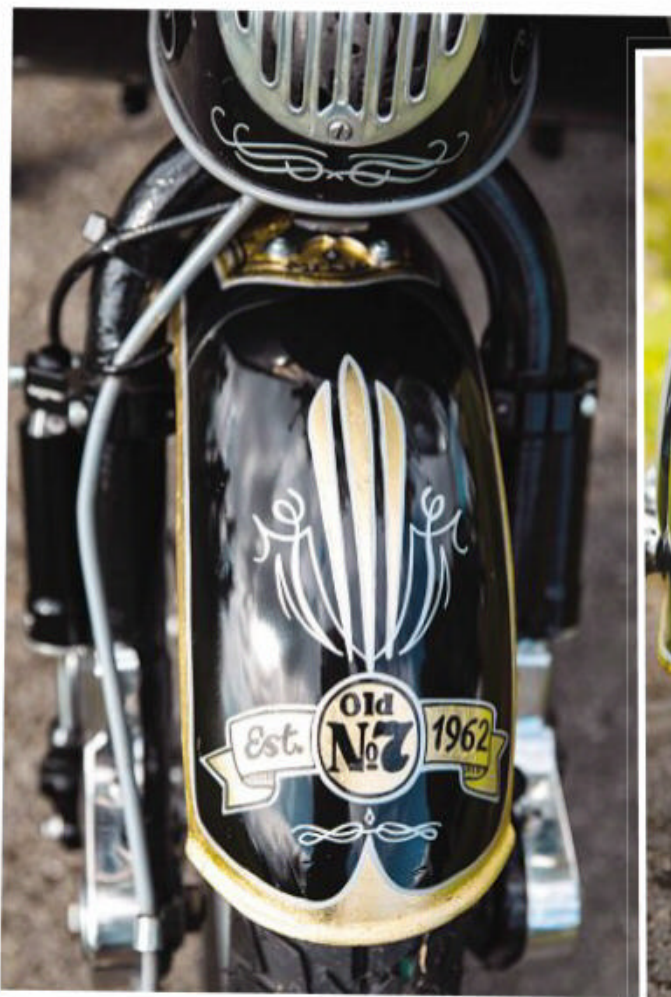
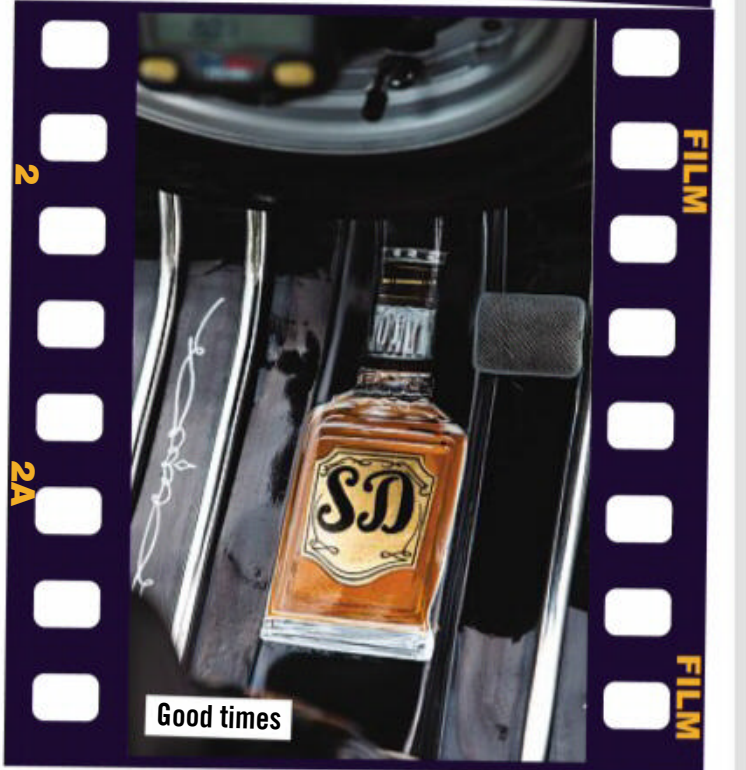
Is the scooter reliable: Yes; especially after fitting the Varitronic ignition system.

Paintwork and murals done by: The paintwork is by myself, 24 carat gold work and sign writing by Phil Appleyard of Monster Forge.

Overall cost: Honestly; I haven't got a clue as the scooter has just evolved over the years. The only thing I would say is it's a lot less than people would think as I have done 90% of the work myself.

Do you have any advice or tech tips for anyone starting a project: Ask people's advice, try and have a finished look in your mind and if you own a Lambretta fit a decent ignition system.

Is there anyone you wish to thank: A huge thanks goes to my riding buddy, my wife Rhiannon, who has never questioned any of the spending I do on the scooters; Phil Appleyard for the sign writing and all my mates who put up with my awkward ways.



Attention to detail



Custom mud flap



something to the scooter, which is where the 24 carat gold leaf design and graphics came in."

Steve explained that he didn't really consider developing a themed scooter, it just involved into one. "The scooter is themed after Jack Daniel's single-barrel whiskey for several reasons. As the engine has only one barrel I thought it was fitting. The only whiskey I drink (and I drink a lot of it at rallies) is Jack Daniel's, so it reminds me of the good times. The JD on the front of the legshields is there to pay respect to my grandad who was a big part of my life; his name was Jack Donnelly

OWNER DETAILS

Name: Stephen Donnelly

Job: Self-employed joiner

Scooter club and town: I don't really do the whole club thing, there seems to be too many politics going on within clubs. I ride with my wife, Rhiannon and a good group of friends and we're both members of the LCGB.

First interest in scooters: In the early 80s when I was skiving off school. I was at a mate's house watching The Evil Dead and listening to The Jam, when my mate's brother and his mates turned up at the house on scooters; they were older than us and looked cool in all their scooter boy clothing.

First scooter: Vespa PK

Favourite scooter model: Lambretta Li Series 3 Special and all SXs.

Favourite style of custom scooter:

Anything without indicators, I'm not really into the Mod look with mirrors etc., as I like nice clean lines.

First rally or event: Builth Wells – I rode there on my Series 2 with a group of mates.

Favourite and worst rally: My favourite rally has always been Kelso, taking the scenic route of the A and B roads. It's a fantastic ride. The whole atmosphere is just great,

nothing better than riding a round trip of 500 miles and spending the weekend on the piss with mates and my wife.

The worst rally was a rally held in Bangor, where 60% of the people there were not scooterists but locals and this caused a lot of trouble.

Funniest experience with a scooter:

There's been so many funny experiences it's so hard to choose. Although the 'Ken and Barbie' incident springs to mind!

Furthest you've ever ridden on a scooter: 650 miles to the Isle of Wight, then on to Brighton and then home.

What do you like about rallies:

Meeting new people and socialising with like-minded people we know, and just having a great time with friends.

What do you dislike about rallies:

When I'm camping and idiots ride round pissed up at four o'clock in the morning thinking they're cool.

Your favourite custom scooter of all time:

The scooter that I've always liked and enjoy reading about is Midnight Oil.

Most useless part you've ever bought:

An Indian stator plate that packed in after 50 miles.

and he was a big family man. He enjoyed having his family around him and he also liked a tippie of Jack Daniel's too," Steve smiled.

Evolution

All the mechanical work has been carried out by Steve, which he's learnt as he's gone along and through his knowledge of working on classic car engines. The paintwork is something that he's picked up over the years.

As for the 24 carat gold leafing, Steve went to Phil Appleyard of Monster Forge for that. "I approached Phil with the idea of a Jack Daniel's themed scooter and between us we designed the scooter as it looks today; Phil's a true professional, we're now close friends and he delivered a fantastic job."

Blend

Looking round the scooter it oozes attention to detail. The graphic, 'Old Time Tuning' appears along the top of the side panels, which sets the tone for a blend of traditional and unique elements.

The 24 carat gold leaf work delivers quality and class; the references to Jack Daniel's whiskey and Steve's grandfather's initials keep a deep and meaningful connection to the theme and the scooter.

The pathfinder spot-lamp introduces a



It's all in the blend

sporty appearance and suggests endurance. The neat short front mudguard keeps the lines simple and tight and adds to the performance looks. The traditional Jack Daniel's No7 offers itself up as not just a reference to the Old Time Brand, but also as a themed race number neatly positioned towards the rear of the side panels.

The 100% Single Barrel graphic on the tool box lid adds more interest and sets the stage for what's underneath the side panels.

Mileage

The scooter's overall set-up has been well thought out and it works perfectly for Steve's scootering activities with his wife, Rhiannon. "We usually clock up an average yearly mileage of around five to seven thousand miles. The rear suspension is an R1 shock with BGM front dampers. There is an Acewell digital speedometer, a 17-litre fuel tank and a reverse-pull front brake. When we're out on our scooters, Rhiannon and I usually like to cruise around the 60mph mark, which the engine set-up has no problem delivering."

The scooter's not short on performance either. It runs on a 186 Imola Ultimate kit with an AF high power crank with a Jap' 110 rod. The carb is a 30mm open-mouth Dell'Orto item and the exhaust is a JL3.

A four-plate upgraded clutch with GT

“ The only whiskey I drink (and I drink a lot of it at rallies) is Jack Daniel's, so it reminds me of the good times. The JD on the front of the legshields is there to pay respect to my grandad who was a big part of my life; his name was Jack Donnelly and he was a big family man. ”

springs takes care of the power delivery and it's supported by an AF five-speed gearbox.

Adjustments

Initially the scooter was fitted with a JL4 exhaust but the power delivery was 'all or nothing'. "You had to keep the revs over 6000 to be in the power band. When the power band hit, it would pull like a train and it was very fast, but it was useless for riding with other people. The top speed

when I had the JL4 exhaust on the scooter was just under 90mph. I then fitted the JL3 to bring the power delivery lower down the rev' range, and now the ride's a lot smoother especially after I fitted the five-speed box."

For the past six or seven years the scooter has been very reliable. "I fitted a Varitronic ignition system around that time and since then it's been great; but before that it was a bit hit and miss due to stator failures."

Consistency

This scooter is a genuine and honest machine, which over the course of time has evolved into a thoroughbred. Steve has completed 90% of the work himself and this reflects his commitment and desire for constant improvements.

Over the years the scooter has been shown regularly in custom shows all over the country. Throughout that time it's picked up a healthy collection of awards; Best in Show, Best Lambretta and Best Custom are all titles to its name. The fact that Steve has constantly been winning awards throughout the various changes that the scooter has seen serves as an accreditation to Steve's mindset; it also proves that all the decisions he's made along the way have helped him follow his pursuit for the perfect blend.

Words: Stu Smith

Photos: Gary Chapman



For Forks Sake

With the Project Targa frame away for welding, Stan turns his attention to the forks and the Hydra front disc.



A fun game for all the family

Right: Hydra or eBay, the quality difference is clear

While Paul at Oiltek worked his magic on the cracked cross-member, I decided to use the free bench space to have a good look at the forks, which were in surprisingly good condition. As a frugal Yorkshireman I've always used the spanner method of compressing the links but while picking up the rebuild kit I saw a compressor on offer and decided to make an investment. What a difference! A job that usually takes an hour was done in a few minutes and yes, it is possible to strip a set of Li forks without a compressor but it's not something I'd do again. Although the springs didn't appear to have become coil bound, I've replaced them with progressive units. These, combined with the BGM dampers, should give a much improved feel at the front end.

As the project is to be powered by Tino Sacchi's legendary Twin Targa, it's fitting



that it'll be stopped by his Hydra hydraulic front disc. With original units becoming increasingly rare it's no surprise that various manufacturers have produced alternatives. At one end of the price scale are external twin-disc units exquisitely cut from billet alloy while at the budget end are sand-cast copies of the original where quality is dubious to say the least.

Marketed under Tino's 'Evergreen' branding, the Hydra sits at the mid-point of this continuum but its quality is nothing less than first rate. Comparing it to an eBay back plate that I've had floating around my garage, the differences are clear. Overall the Hydra is more finely cast, with clearly defined vents and more



KEY COMPONENT

One thing lacking with many barn finds is a set of keys and our Li was no exception. Thanks to former Lambretta racer and all round nice chap Jem Booth there's no need to drill out and replace the original locks. As owner of what's possibly the largest collection of genuine Lambretta master keys in the world and blanks for virtually every original key number, Jem can supply re-cut keys for all Italian Innocenti and Spanish Servetta ignition switch, steering or toolbox locks. All he needs to know is the lock's three-digit code number and which model the keys are for. Replacement keys are £8 each plus postage and packing.

Jem can be contacted at jmb548t@yahoo.co.uk



Our replacement fits like a... key?

READER'S TARGA

Name: Pat Joynt

Location: Saigon, Vietnam

Engine type: 275cc non reed valve

Time owned: 2½ years

Mileage covered: 10,000 miles

Why did you buy a Targa Twin: It's a piece of Lambretta history.

What's it like to own/ride: Love it! It certainly confuses people when you say it's a 275cc twin.

Any tips for our build: The carb and choke cables were a right juggle – we ended up using new Honda ones. Also love the twin pipe for show but for daily driving and touring I use the Clubman, which is far more drivable and offers better ground clearance. A full-size tank is an essential upgrade. I went from eight litres to 12 litres to 16 litres and still carry a back-up jerry can!

Any upgrades/modifications planned: It's been bulletproof to date but I'm currently installing an AF five-speed gearbox and setting up two smaller 26mm carbs as the 30mm originals are a bit of an overkill here. Will let you know how that works out...

Any interesting stories about owning

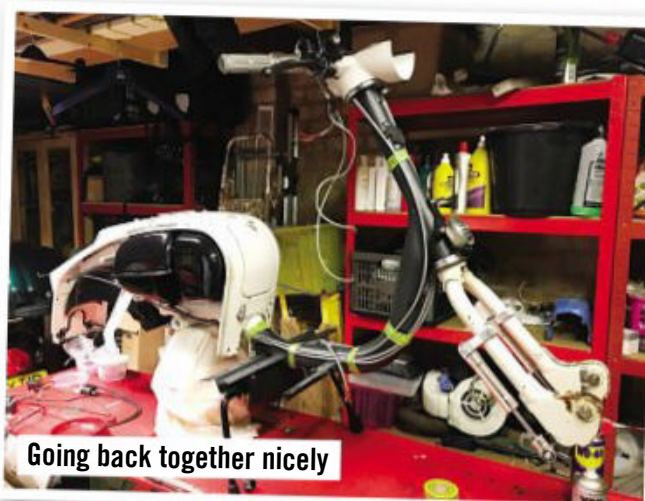


Well-travelled Targa

yours: It's been on our last two long-haul Vietnam rides, two up all the time on some of the worst terrain imaginable. Each of those rides covered over 2500 miles and all I've done is change a spark plug cap which is pretty amazing really. It will be going on next year's tour, which will be another gruelling ride. If anyone fancies the trip of a lifetime, details of next year's tour will be published on the Saigon Scooter Centre Facebook page shortly.



Hydraulic mount was a mismatch, grinding paste was used to make fine adjustments



Going back together nicely



crisply machined location points for bearings and seals. There's also more metal – the eBay item is much lighter in the hand than the Hydra. When life can, quite literally, depend on braking quality this is one area not to skimp on.

Pressure cast in Italy, this is a close copy of the original with the actuator arm mounting being pre-machined to take a screw-in slave cylinder. The unit is supplied in kit form meaning that it's ready for paint,

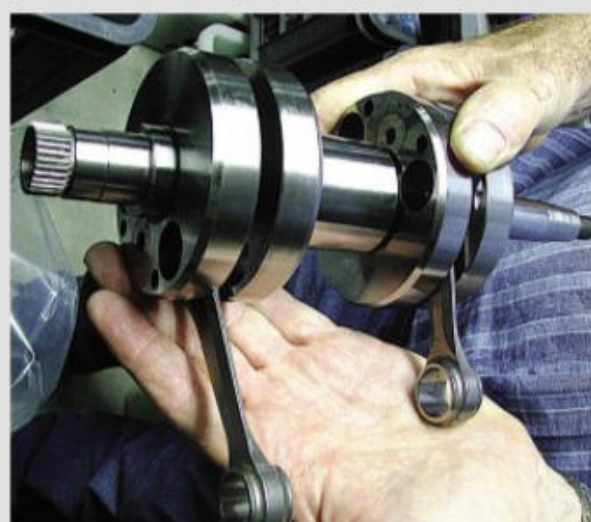
chrome or in our case powder coating. Although Mrs Stan overruled my suggestion of 'assemble the Hydra' as a party game over Christmas, assembly looks straightforward and follows the original factory layout. Hopefully our next instalment should see the project back as a rolling frame. Plumbing in the twin's cables however is one part of the build I'm not looking forward to.

Words: Stan

Images: Stan and Gary Chapman

FAKING IT

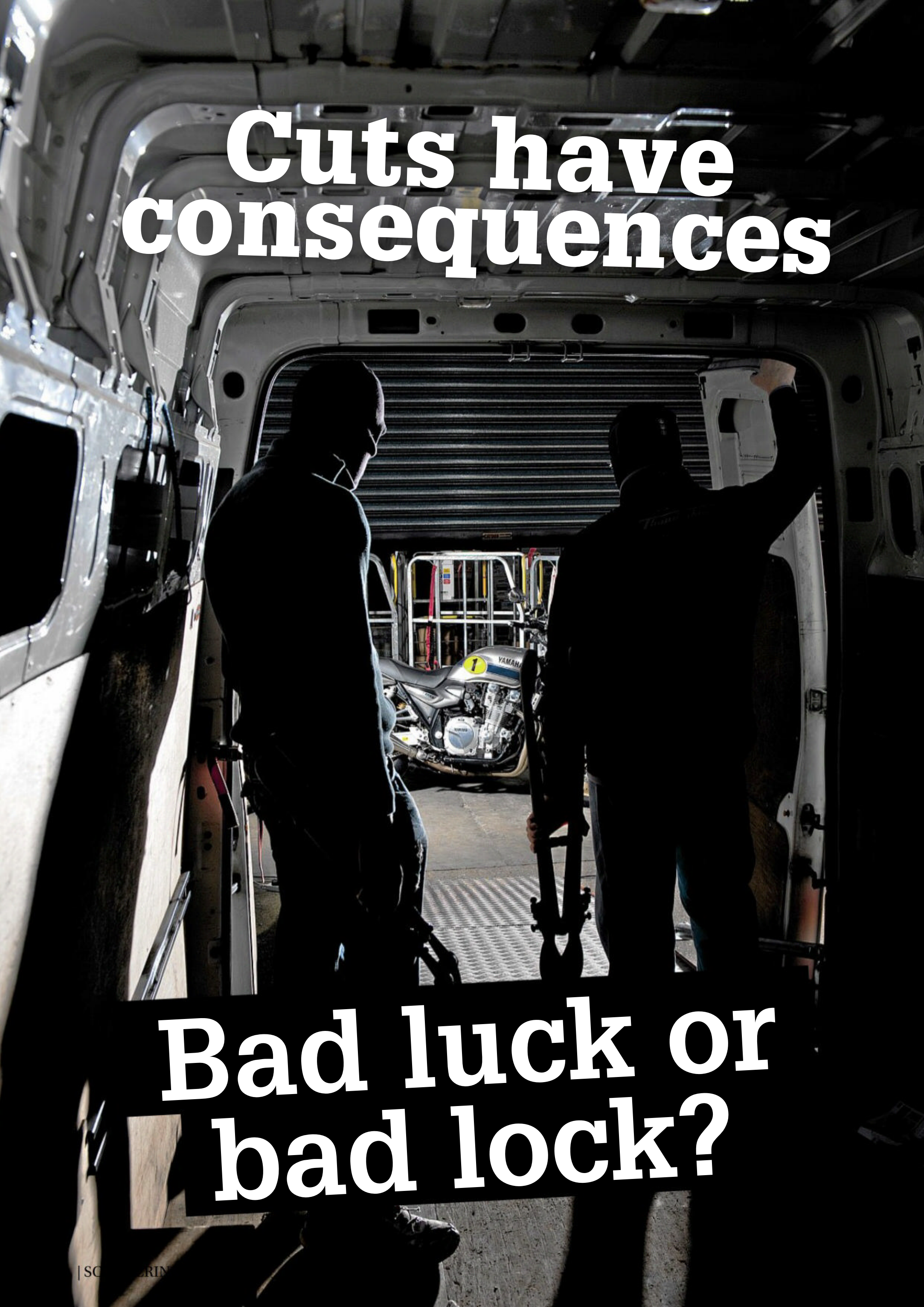
One thing I noticed on strip down was that the wire cable guide was a mess. They're vulnerable to snapping and at some point this one had been crudely repaired. My rebuild kit included a stainless guide so the weld was ground away. Trying to match the original colour would have been a nightmare so instead I used 'Rusty Paint'. This is a two-part mixture beloved of rat-rod builders the world over. Once dry and polished the activator oxidises the paint and leaves a fairly convincing rusted effect that nicely complements our original patina. The forks were then sealed using Rust Bullet clear coat.



THE KEY TO SUCCESS

One of the biggest problems when it comes to building a twin-cylinder Lambretta engine is a strong enough way of connecting the crankshafts. Tino's answer was to look at how Innocenti had done it all those years ago. On the end of each

crank is a four-piece keyway. By connecting the two shafts together this way the strength is far greater. Add in the sleeve that sits in between and you have a connecting system that is almost bulletproof (Stan hopes!).

A photograph showing the interior of a white van with its rear doors open. Two men are silhouetted against the bright light coming from outside. They are loading a silver Yamaha motorcycle, which has a yellow number '1' on its fuel tank, onto a metal ramp. The man on the left is looking towards the motorcycle, while the man on the right is reaching up to the side of the van. The van's interior is dark, and the background outside is bright and slightly blurred.

Cuts have consequences

Bad luck or bad lock?



“ The key words are, discretion with possessions and scream out your security measures.”

I've seen vigilante action emerging on Facebook, people posting up ne'er-do-wells getting a pasting. I wanted to find out if the amount of crime has got worse and what we can do about it.

With so much on TV, social media and press about scooter and bike theft gangs, I put the feelers out for someone who'd been in the police to give me a line on the state of play with UK motorcycle and scooter theft. Before meeting up I did some research, and the figures were shocking. Did you know more motorbikes are stolen per year in the UK than are bought new? Most thefts occur in urban areas; London's the worst (particularly within the M25), then it's West Yorkshire, West Midlands and Greater Manchester. It takes, on average, just 20 seconds to steal a machine worth £10,000. Only 16% of bikes are ever recovered, and (until quite recently) 80% of thefts were from the bike owner's home. That's roughly £3,000,000 of bikes nicked per month. Yes! PER MONTH! (Figures from NCIS). Theft is primarily undertaken to sell parts on the black market, although joyriding is also cited as a main cause.

If you are venturing across the channel for a rally, keep this info in your noggin. Due to the road network and lack of borders, stolen bikes disappear into organised crime networks. They either break it for parts or give it a new identity and sell it on in a matter of days. The worst countries are Spain, France and Italy (where a bike is stolen every nine or 10 minutes). A shocking 55,000 Italian bikes went missing in 2014. In France, some insurance companies won't even insure you for theft in certain cities. The safest country is Holland. Amsterdam has about one theft per day, compared with London which has 27 (possibly as high as 41 per day for 2018). Yes, London is a lot bigger (10 times bigger) but the ratio of theft per person is still way higher in London.

In the UK there were 8000 thefts in 2012 and 30,000 in 2017, that's machines stolen. Figures for the crimes committed by those on bikes in London (the actual scrote who nicked your scooter and is out to do bad stuff on it) leapt from 827 crimes in 2012 to a mind-blowing 23,000 crimes in 2017. Let that figure sink in for a minute. Officialdom admits that you are now 30 times more likely to have your phone swiped by one of these gits than you were five years ago. We have a

Here's some information that my clandestine copper imparted...

I joined the police in 1985, there was plenty of meat on the bone back then, but for years now it's been



repeatedly carved off. I went working overseas for a period, and by the time I came back, the meat had gone completely, and we were sawing through the bloody bone! I was 12 months away from retiring, so I went into a unit to implement 'a programme of change' (basically, cuts).

As the police went, so did youth clubs and support services. If you live in a community with little chance of a job, low policing and no positive role models... what's going to happen? If we had capable youth and mental health services and the police could do their job, with real consequences for crime, there wouldn't be vigilantes. I understand why people do it, but it's a slippery slope.

How do you reduce the chances of becoming a victim of crime?

1) Lock it or lose it! The argument of 'They'll do it anyway' is an argument for doing nothing.

2) Always use the steering lock, but DO NOT rely on them. Thieves are lazy, make it as hard as you can and they'll probably move on.

3) Always have at least two lines of security. I've a steering lock and a bloody great chain which is wrapped around anything immovable.

4) If possible, install a ground anchor at home and keep the bike out of sight. Don't advertise. My daughter bought me one of those 'scooter parking only' signs. It's INSIDE the garage. Take some responsibility.

5) Think how you padlock. If I'm riding a geared scooter, I put the chain around something substantial, then put the hasp through the footbrake and lock the chain through that. They can still slice through the chain, but you've got to attack the hasp to get the rear brake off. If they're going to throw it in a van, it makes it harder, it makes them think twice.

6) Look for CCTV – and try to park in motorcycle/scooter designated areas with ground anchors.

7) Some bike insurers send DNA kits for your bike. It increases your chance of getting it back, and it also could put people off trying to strip and distribute parts.

8) Trackers, remote alarms and a two-way immobiliser are worth investing in.

No prizes for heroes...

If you do catch an oik trying to make off with your scoot, anybody can make

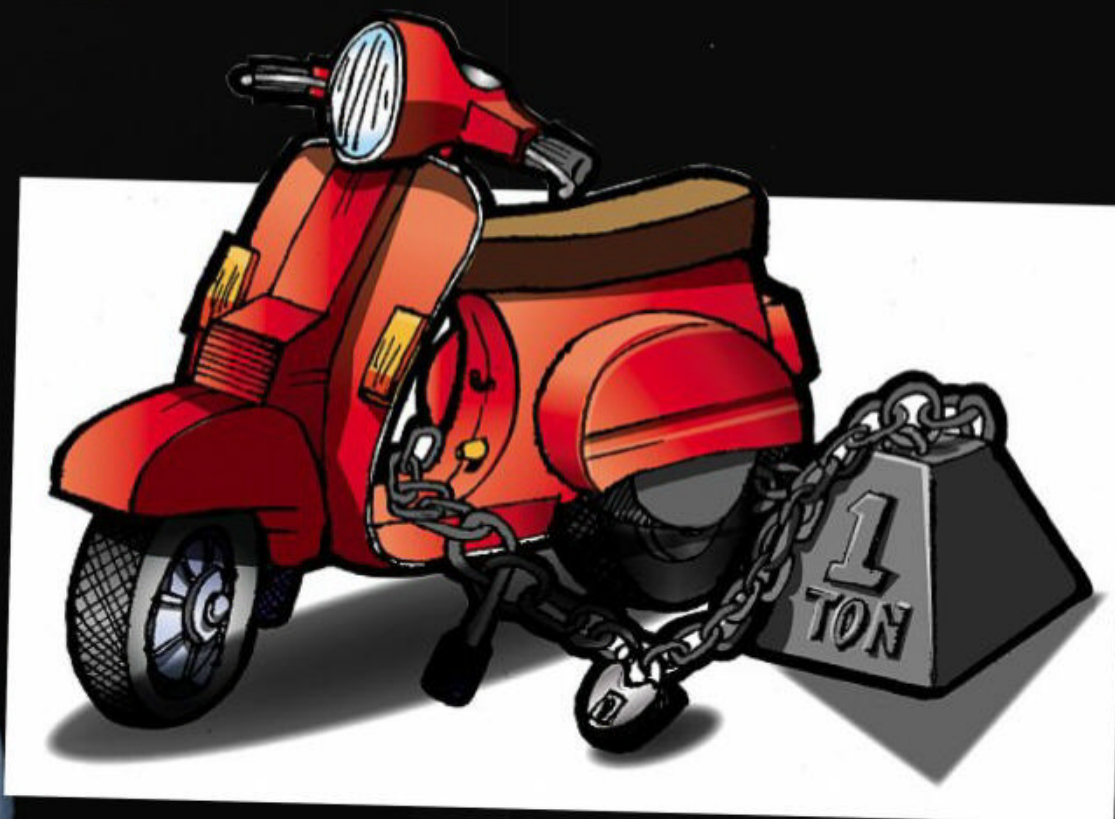


arrests at the time of the offence, or immediately following it. When the public make an arrest, they are allowed 'reasonable' force... reasonable means, minimal. The average person thinks, 'He's nicked my scooter, I'll give the little shit a kicking'. I understand that feeling, but the law says that's not 'reasonable'. 'Reasonable' is to grab and hold them. It's NOT reasonable (in the eyes of the law) to throw them to the floor and kick seven bells out of them. Don't lose control and end up in the dock yourself.

Another way to help to stop theft is by questioning where spare parts come from. Who exactly is selling cheap on eBay or at parts fairs? Things like Italian legshields in primer, dirt cheap. Why are they dirt cheap and in primer? Perhaps because they've been blasted to be unidentifiable? Classics are being stolen, not to ride, but for parts to flog. When buying, look for someone reputable, bricks and mortar, provable, he's got a warehouse and a reputation to lose.

The key words are, discretion with possessions and scream out your security measures.

Words and illustrations: Rik



One Lady Owner From New

Finding an unmolested 180 SS is a fantasy for many but for Mark Forkin it was a dream come true.



It's hard to imagine anything better than this

When it was introduced to the UK in 1965, Vespa's 180 Super Sport was a revolutionary machine. Not only was it the largest capacity Vespa produced to date, it also quite literally heralded the shape of things to come. The SS revealed a house style that would grace Vespas until the P-range made its appearance more than a decade later. It was intended as the 'sports' model to replace the iconic GS160 and that's exactly what happened for one lady rider in Leeds.

"The previous owner owned a GS160," Mark began. "Her route to work took her past the long since closed shop of Marden's Motorcycles in the Hyde Park

area of Leeds. One morning she noticed this brand new, bright red SS180 parked outside and instantly fell in love with it. When I say instantly, I mean instantly. She stopped, did the deal and arranged to pick it up on her way home that night. When her husband got home and saw it, he thought they had visitors!"

Time capsule

The SS was used for commuting and leisure but when family and an affordable small car came along, the SS survived the fate of many. Instead of being offloaded in the classified pages, the SS was pushed into the shed where it would remain, undisturbed, until Mark learned of its existence. "Many of us have found old

scooters that have been neglected and whatever condition they were in when stored, they're usually in a sorry state. Thankfully the SS had been kept in a watertight environment without any windows. There was absolutely no rot and the paint had also survived remarkably well." The only parts that let the scooter down were the rear light and Florida bars, which had been fitted to the scooter from day one. "Luckily the metal was solid and only required re-plating." Once an owner starts to tidy a scooter it's hard to stop and just like pulling on a loose thread, things can soon unravel. Thankfully Mark's resisted the temptation to interfere with the SS's originality. Other than the renovated chrome, a spot of T-Cut and an engine

rebuild, the scooter's pretty much as it left Marden's showrooms back in 1965.

Hidden charms

Considering its extreme rarity, Mark explained that the SS rarely attracts the attention it deserves. "I think enthusiasts see it as an older restoration, something that's nice, but not exceptional. So far as the general public is concerned it's just an old moped!"

The description 'One lady owner' was an

advertising cliché of the 70s and 80s, supposedly describing a vehicle that had been cared for and driven gently. More often than not the description hid the stuff of nightmares but Mark's SS180 is an exception to that rule. An SS180 that was British registered from new, with provenance, in factory paint and with original accessories still fitted. That's not just a dream come true, it's utopia.

Words: Stan

Photographs: Gary Chapman

OWNER

Name: Mark Forkin

Hometown: Leeds

Scooter: Vespa 180 Super Sport, 1965

Engine: Standard

Paint: Piaggio

Chrome: Piaggio and Prestige Electro-plating, Wombwell.



Mark, its second owner from new

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Indian Series 2, well maintained, has signs of being ridden although paint is original from 1982 import, £2800 Tel. 07809 414830.

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classic TV175, Series 3, 1965, parcel shelf/back rest, restored to high standard, £4200 Tel. 07768 028487.

LAMBRETTA DL150



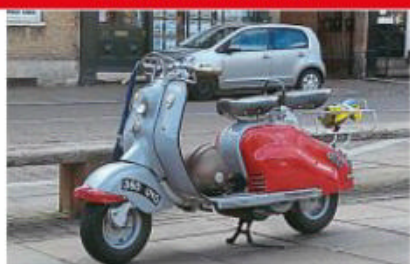
rare chance, genuine Innocenti, recent Italian Import by myself this summer, now registered in the UK, on Sorn, £3999 Tel. 07946 608850.

LAMBRETTA GP150



1983, fully restored, engine rebuilt, green/white SIL import, ring for info, £1800 Tel. 07976 965952. Nottinghamshire

LAMBRETTA LD



Mk11, 1956, original UK machine, 21,000 miles, re-registered, good condition & runs well, spares inc, £4000 ono Tel. 01480 471762; 07940 339172. Cambs

LAMBRETTA LI125



really nice 125s, from Italy, comes with Nova reference, mainly original paint, maybe touched up in a couple of places, £2350 Tel. 07946 608850.

LAMBRETTA LI125



Special with a 186 Mugello kit, white body with coloured air brush strips, £5500 Tel. 07772 280567.

LAMBRETTA LI150



1965, 1750 miles, original condition, £7000 Tel. 07817 134946.

LAMBRETTA LI150



Special, full restoration, matching numbers, showroom condition, needs registering, £6000 p/x for Lambretta Series 3 resto project Tel. 07857 317276.

LAMBRETTA LI150



all Italian, imported from Milan just over two years ago, excellent all round condition, recent 12V conversion and crank seals, £3000 Tel. 07976 356053.

LAMBRETTA SX150



Innocenti, classic 1967, with matching frame and engine numbers, vgc, restored with original standard engine, £6500 Tel. 07789 715142.

LAMBRETTA SX200



1966, with only 6 miles on the clock, frame and engine numbers are both SX200*837+++ and are only 153 numbers apart Tel. 07709 645031.

LAMBRETTA SX200



1966, professionally built replica from NCL, completely standard Indian GP200 engine, dry disc brake, £4200 Tel. 07867 843000.

LAMBRETTA TV175



Series 3, great looking scooter, starts and runs but needs going over, 1963, £4250 Tel. 07837 469454.

LAMBRETTA TV175



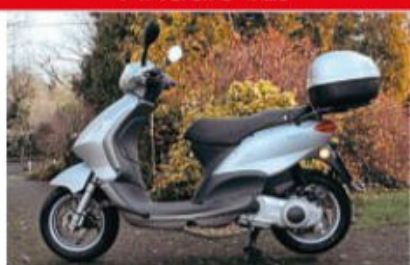
beautifully restored original 1963, fitted with lots of extras to include 6 front mirrors and 9 lights, £7950 Tel. 07412 070834.

LML



Vespa copy, 2016, Series Special, MoT, like new, low mileage, been stored since bought, £1500 Tel. 01206 841016.

PIAGGIO 125



Fly, 2006, 4680 miles, garaged and currently Sorned, vgc, footrests added for disabled driver, £800 Tel. 01487 830572. Cambs

PIAGGIO X10



clean and tidy with Sat Nav, USB charging socket, heated handlebars & full service history, £2250 Tel. 07976 728641.

ROYAL ALLOY GT125



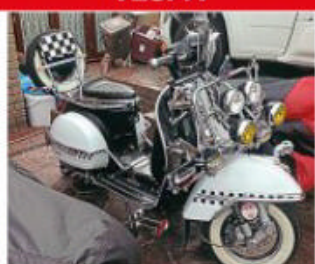
first service done at main dealership, floor mat fitted, hardly used & kept under cover, helmet & gloves included, £1700 Email. mickainge@icloud.com

ROYAL ALLOY GT125



2018, Air Cooled, less than 1200 miles, dealer serviced, run in, £1800 Tel. 07800 842737.

VESPA



Series Seriale No 184/400, collectors item, vgc, MoT, moded up, crash bars/lights etc, T-WHO selling with bike, £5250 oiro Tel. 01322 559623. Kent

VESPA



8" wheels, Sports exhaust, White Wall tyres, very good spare, body work is fair to ok standard with no structural rust, £2000 Tel. 07976 400239.

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Sportique, 1961, fully restored, fast scooter with original 8" wheels, only 2250 miles since restoration, £5500 ono Tel. 01903 730380; 07753 162564.

VESPA



Piaggio PX 125cc, Disk electric start, 12V battery, 12 months MoT, V5, on Sorn at moment, £1300 Tel. 07967 585138.

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1976, 136 Malossi, small frame Street Racer, £3850 Tel. 07388 836083.

VESPA



2T VBB 150cc, vintage scooter in lovely condition, new engine, 10" wheels, £2600 Tel. 07551 246439.

VESPA



Douglas, good looking, good runner, engine & frame numbers identical, new gearbox 3 speed, £2500 Tel. 07954 178193.

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T5 Millennium, number 87 of 400, still has original engine with just over 12,000 miles, £2850 Tel. 07588 333440.

VESPA 150



Sprint VLB1T, lovingly restored, lots of new parts fitted, original UK bike, correct engine & frame numbers, £4195 Tel. 07970 416021.

VESPA 150



Sprint, verified Italian by Vespa Club GB, new engine with 180 kit, original engine comes with scooter, new seats, £3200 Tel. 07854 131775.

VESPA 250GTV



rare, fsh, two owners, MoT, garaged, good condition, full chrome kit, full size windscreen, £1995 Tel. Ray 07985 523437.

VESPA 50 SPECIAL



Italian, 1981, black, with Italian original log book, restoration project or spares, £800 Email. globalgrafter@gmail.com

VESPA ET4



Piaggio, 125cc, 2000 reg, Only Fools and Horses Themed, 18,000 miles, £850 Tel. 07557 997523.

VESPA GS150



1960, upgraded with 12V electronic ignition, hub caps, floor mat and front crash bars available, £5750 Email. davidbmorgan100@hotmail.com

VESPA GS160



MK2, 12V original engine, sprayed GS150 Silver, three new chrome rims & tyres & new stainless steel exhaust, £6750 Email. ebrowne38@yahoo.co.uk

VESPA GT



1968, 180cc, professionally fully restored in 2012 by Retrospective Scooters, vgc, 12,83km on clock, £4000 Tel. 07932 602213.

VESPA GTS300



Super, ABS, traction control, PM tuning exhaust, MoT, service history, short mirrors, new front tyre, £2300 ono Tel. 07393 704362.

VESPA P200E



1983, lovely condition for its age, very straight & presentable as it is, with no rot or damage, £1550 Tel. 07413 116296.

VESPA PK125



full engine rebuild new seals and bearings, new tyres cables and new carburettor, MoT, V5, vgc, engine runs very well, £1300 Tel. 01427 372510.

VESPA PX



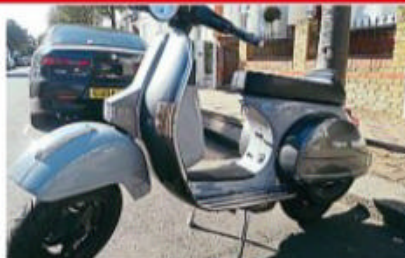
very low mileage, used 3-4 times a year during the summer months from new, garaged 9 months of the year, vgc, MoT, £2200 Tel. 07823 555701.

VESPA PX



MoT till April 2020, good runner, Cosa clutch, Sterling exhaust, tubeless rims, King & Queen seat, £1350 Email. Nickyebrown@hotmail.com

VESPA PX125



Disc, 2003, 166 Malossi, full nut & bolt rebuild, immaculate, £2500 Tel. 07748 644462.

VESPA PX125



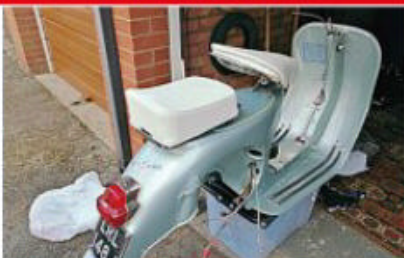
2014, vgc, kept in garage, fitted with DR180 kit, Revolver exhaust, Continental White Wall tyres, MoT, £2999 Tel. 07939 859965.

VESPA PX150E



2005, full engine rebuild, Pinasco 177 Mazzucheln competition crank, new clutch, good condition, 9698km, £1495 Tel. 07765 406930. Herts

VESPA SPRINT



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VESPA SS180



Hurricane replica, standard 180cc engine (newly rebored 200 barrel and new piston are available if required), £7995 Tel. 01628 486749.

VESPA T5



1988, Mark One, straight bodywork, no rust, but paint is a bit rough, £1350 Tel. 07413 116296.

VESPA VBB150



1961, registered as 125, lovely condition for age, 12v conversion and new wiring loom, tasteful stainless accessories, £2600 Tel. 07951 403491.

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Lambretta

LAMBRETTA black and shiny GP poss Del, Indian import V5 shows one previous owner, UK registered on a B plate, black gloss body and shiny chrome extras, great starter, MoT July 2020, can deliver this for the right deal, trial and inspection welcomed (trial subject to cash in hand before riding) located Chester, Cheshire, £2999. Tel. 07960 390334.

LAMBRETTA 150 LD beautiful example MK3, good runner, sound body work, no issues, no modifications, just some shiny bits, £4800. Tel. 07909 885450.

LAMBRETTA GP200 1978, vgc, 650 miles, full MoT, tax exempt, with extras £3995. Tel. 07735 251855. Email. malscholes@gmail.com

LAMBRETTA LI150 1960, totally original recently imported from Italy and unmolested engine, runs fine, gears select fine, very good genuine machine, £3750. Tel. 01237 472734. Devon.

LAMBRETTA LUI 50cc, Italian original needs tlc, good compression, kicks over, good project, £1200 ono, offers welcome Tel. 01922 458228.

LAMBRETTA TV175 1959, total refurb, sandblasted frame and all panels, painted in black by Formulae 1 racing specialist, engine rebuilt, complete new wiring, cables & brakes, no expense spared in order to return to original, no bling! Come and ride it now and enjoy, scooter has only done 50 miles since completion, more photos can be emailed of restoration, can deliver, £9900. Tel. 07768 898142. Oxfordshire.

Lambretta Parts

LAMBRETTA Ralph Saxelby 205 Suzuki engine, RS205, custom built Lambretta engine, one of the best available, done approx 1500 miles, powder coated black, fitted with BGM V4 exhaust, has spare MSC Micron, and or JL4 done 600 miles, £2500. Tel. 07922 643022.

LAMBRETTA SINGLE SEATS front and rear £160 when new asking £80 hardly been sat on, a little cut on rear seat at the back, very hard to see, interested get in touch Tel. 07738 714647.

LAMBRETTA TS1-225 JL expansion pipe purchased from Kegra, done 150 miles only, needs repaint, cost £400 will sell for £175 + p&p Tel. 07790 901283. Berkshire.

LAMBRETTA GP SIL side panels a pair brand new, unused, no dents, straight, and primed, cost £80 each, £100 Tel. 07983 170110. Brighton.

VIJAY GP 1980, cut down frame, sleeved, needs finishing, welding, including GP extended forks, frames, sleeved, rusty, no paperwork, £200. Tel. 07910 017142. Flintshire.

Vespa

VESPA Special 50cc upgraded to a 100cc registered as a 50cc, Y reg, 1983, rare 4 speed, new clutch, points and carb, custom made seat, rubber foot mat, spare wheel with black Vespa cover, lights and mirrors and front carrier on scooter are not included, only used this bike for shows since doing it up but have had 55mph on a flat run, a great mod looking bike, £2200. Tel. 07507 868202.

VESPA ET4, 2003, £50. Tel. 07523 498673. Birmingham.

VESPA GTS125 2009, blue, 17,300 miles, Sorned 2015, garaged, tidy but wear and tear, some repairs needed, £750. Tel. 07938 858213. North Yorkshire.

VESPA GTS300 black, only done 1200 miles from new, one owner from new, clean and serviced, any inspections welcome, £3400. Tel. 07583 948618.

VESPA GTS300 2014, blue, low mileage, excellent runner, great condition, non ABS, ceramic coated exhaust, Vespa top box, Florida bars, Oxford heated grips, Faco extending fullscreen and standard Vespa full screen, handlebar muffs, modified footers and original foot pegs too, small scratch on LH sidepanel where I dropped my keys once, apart from that it's lovely, £3250 ovno Tel. 07963 482875.

VESPA MK1 T5 1993, Malossi kit, 30mm carb, Corsa clutch, stainless steel revolver exhaust, front disc brake con, Sip shocks, sundance grips, fast flow petrol tap, logbook, Sorn, no rust or rot, candy green with yellow stripes, £2500. Tel. 07947 325508. Yorkshire.

VESPA PX125 2013, comes with helmet, lock and full tank of petrol, buyer collects £2550. Tel. 07801 196480. Sth Yorkshire.

Vespa Parts

AKRAPOVIC EXHAUST suit Vespa GTS300, good condition, cost over £400 new, £220. Tel. Phil 07799 814339. Stoke-on-Trent.

VESPA SPRINT pair of chrome side panels and mudguard, Italian, locker box type, nice condition, £300. Tel. 07967 040063.

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VESPA OR LAMBRETTA wanted for total restoration or in bits Tel. 07935 937407.

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SCOMADI TL200 2016, done about 1000 miles had a new speedo, 12 months MoT, painted in candy red, in very good condition, cash only on collection, £2500. Tel. 07990 645298.

SCOOTERIST SCENE MAGAZINES issue 30 to 35, free for collection only. Panta Trip over trousers, brand new tags on, medium, £55 Tel. 01634 867070. Kent.



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Photo: Alexandre Nestora

PARIS-NICE 24 HOURS ON VESPAS!



The all-new 24 Hours Paris to Nice event on Vespas was jointly organised this year by the Vespa Club de France which is the 'Federation Nationale des Vespa Clubs', that is made up of French Vespa clubs from all over France and its overseas territories, a total of 52 affiliated clubs! The 2019 event, designed for classic performance geared scooters of at least 125cc, was over a course designed to test reliability of the machines at an average speed of around 30mph (45kph).

1000km on one day

The teams were made up of three riders, totalling 114 scooterists. They set off at one-minute intervals from Versailles, just in front of the famous palace, at 4pm on Friday, September 27, 2019.

The race was supported by a dozen volunteers from the Vespa Club de Paris Ile-de-France, who successfully organised the last Vespa Parade Paris. The riders had to follow the route laid out in the road book provided by the organisation, printed in the various languages of the riders taking part; they had to be especially careful not to miss any of the 'surprise' checkpoints put in place by local Vespa clubs, like in Fontainebleau by the Cercle Vespiste or in Bourg-en-Bresse by Scooter Club Lyonnais.

The first stage of 219 miles took them to La Rochepot in the Burgundy region and to the historic Bel Air Service Station on the RN6 road, where they were able to



get something to eat between midnight and 4.30am. The Vespa club of Chalon sur Saone and Dijon, along with the Beaune Classic Car Club, stayed up late into the night to welcome them in a friendly and good-humoured atmosphere, up until the last riders got in.

After a much-needed rest of a few hours for the lucky ones and only a few minutes for others, and after any necessary repairs were undertaken, a hearty breakfast was put on before the riders got back out on the road at around 6am, direction: Nice and its French Riviera, 378 miles away.

Town square closed

The route took them via Voiron in the Isère region, where the Vespa Club Dauphinois greeted them, closing the main town square for the occasion and serving up a well-deserved lunch. A 20-minute pause was allowed and deducted from their times.

The finish in Nice was in the Place Garibaldi, with the first riders arriving as



expected around 7.50pm on Saturday, September 28, but with a drawn-out race the back markers were still coming in at 11.30pm. The organisation was assisted by the Cote d'Azur and Nice Vespa Clubs. While one set up a checkpoint in Gaude, before the arrival on the famous Promenade des Anglais, the other welcomed the weary participants, all tired but pleased to have successfully accomplished the challenge.

The organisation set up base in the Kyriad Hotel in Saint Isidore, which not only served dinner, even to the stragglers right up to midnight, but was also able to accommodate the teams with rooms for the night.

Only two teams were forced to abandon the race and the award ceremony the next morning saw the first place going to a German team, with two French teams coming second



and third respectively.

Seven nationalities took part: from France, Italy, Belgium, the Netherlands, Germany, Switzerland and Austria.

Special mention goes to the remarkable Belgian riders from TEAM BAILLY who did the ride on Vespa 1956 Acma Military TAP and finished in a very honourable position, beating their record of 1000 kilometres ridden in 27 hours and 45 minutes.

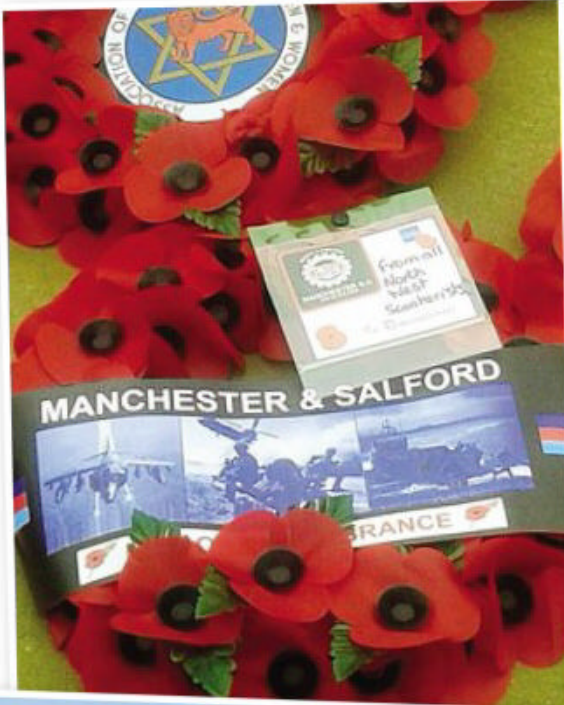
Thanks to all the Vespa riders. See you all in 2020 for Rallye des 3 Massifs!

Words: Delphine, president, Vespa Club de France

Photographs: A Nestora and A Bellot



0161 RIDE OF REMEMBRANCE



The rain stopped, the sun came out, all we needed then was for the scooters to come out... and they did, in droves. Scooterists and scooter clubs came from all over the North West, once again surprising us how far they travel to support a worthy cause. This year's charity was Broughton House, a hospital right on our doorstep just a couple of miles out of the city centre which cares for our veterans just like the famous Chelsea hospital in London.

They came from Stoke, Southport, Burnley, Warrington and various areas of Yorkshire... too many scooter clubs to thank! Manchester city centre was once again immersed in the smell of two-stroke.

After the services and the laying of wreaths a fundraising event was held, and big thanks must go to our host at the Old Nags Head, Sean Brett. The scooterists were fed, watered and local scooterist 'DJ G' played tunes to get the event under way.

The roof was raised by the top band Tony Daley and the 261 All Stars with a great set. Huge thanks to the All Stars for

giving up their time to support the charity. Raffle prizes were won and the money was counted – a fantastic total of £620, which then will be added to by Santander, which supports the event.

Big thanks to all North and Central members for putting on the event with help from Salford Knights and a big thanks to all scooterists who make this happen by turning up. 0161-in the area!



WASPS' RIDE OF REMEMBRANCE

It seems like only yesterday when I and others were sitting round the table discussing the idea that I had but never ever thought it would become as large as it has. To date we have raised over £60,000 for the poppy appeal and still have this year's money to be counted!

From round about 9am, club members were the first on the scene followed by a steady stream of scooters. Before we realised, it was fast approaching 11am. Club colleague Mark got on the megaphone to round everybody up and let them know there was only a couple of minutes before the two-minute silence would start. At 11am we heard the guns coming from Woolwich barracks, followed by an impeccable two-minute silence and then the last post. At 11.30am we started the scooters and, with the smell of the two-stroke, the backdrop of the River Thames was a sight to be seen. Turning left over Putney Bridge and looking over my shoulder it was a magnificent sight – the sun was out and the scooters were coming over the bridge in their hundreds.

Once at the war memorial we waited until everybody had gathered and we

started with a poem read by club member Mark, very moving. We paused for a moment and paid our respects to the fallen, then we asked a member of each club to come up and lay a wreath. There was a round of applause each time. We also had the pleasure of two flag-bearing members of the Dutch army standing there while the wreath-laying service went on. This was a massive honour and they were also happy to have photos taken with us all.

Once the service had come to an end we left the war memorial and made our way back to Putney, where the DJ Terry Knowles was playing great tunes.

Among the prizes, Harrington jackets were going for £20, Fred Perry original tops were selling for £30, also vinyl records from Eddie Piller's Acid Jazz and Tony Smith's Sound of the Suburbs.

We would also like to say a massive thank you to Andy at Reston Waste for his £1500 donation.

We would like to thank each and every person who turned up to make this event the success that it is and, most importantly, we must always remember why we are there, to remember our fallen.

We will remember them.





ALL OR NOTHING SC CHARITY NIGHT

The end of the scootering year is fast approaching, with people looking forward to the various Christmas festivities, still time for the All or Nothing Scooter Club to slot in their annual AONSC Scooterist Charity Night. The date had been changed a few times to cater for band cancellations; we also didn't want to clash with Secret Affair's 40th anniversary end-of-tour concert taking place in Coventry. Our usual charity night band Special Brew were unavailable, so this year we teamed up with The Jam DRC, a refreshing change to our normal ska band, having had 40 years of 2 Tone fed to us all year. Our DJs for the evening were Jimi Quinsey and Paul Roberts, who kept the dance floor filled with a variety of tunes. The Jam DRC took to the stage at about 9.30pm and played a fantastic 90-minute set. Any old fans of The Jam were instantly transported back to Bingley Hall or any other of The Jam's historic venues/gigs. Unlike other Jam tribute bands, the DRC play many of the B-sides and more obscure tunes. During the set, the band were joined by Angie Lloyd on trumpet,

who played the last post, and a minute's silence prior to the band performing Little Boy Soldiers – this also gave the audience time to reflect on the eve of Remembrance Sunday and the 79th anniversary of the Coventry Blitz.

As the DRC were finishing off their set, the AON back room team were preparing the raffle – a total of eight prizes donated to the scooter club to support our fundraising activities. Tina had done an excellent job in bundling some of the prizes together in the form of a basket, so there were a couple of fantastic baskets up for grabs. Jimi and Paul played a variety of tunes for the remainder of the evening, keeping the crowd entertained. On behalf of the All or Nothing Scooter Club, we would like to thank everyone for their support, especially in the current climate and Brexit uncertainty. A figure of £1250 was generated from the event, which will be shared between two local charities, Shine a Light support services and the Myton Hospice.

Thank you to everyone who supported us on the night, especially Birmingham Vespa Club, the Rugby Individuals SC,

Coventry Bleeding Hearts SC, Tynesiders SC, South Coast Pirates SC and the Bedworth Saints SC. With special thanks to The Jam DRC, Jimi Quinsey and Paul Roberts. A special mention for Mototech Auto Services and Fargo Scooters for their continued support and sponsorship.

Roll on February 15 and our 35th Anniversary Do.

Words: Brian Forde

Pictures: Kingy



APA GBG

Punk on two small wheels

Do you like punk? Do you like scooters? Do you like punk and scooters? Do you like punk that is about scooters? If the answer to any of these four questions, especially the last one, is 'yes'... then the latest stars in the punk skies of Sweden is definitely a band that you ought to keep your eyes on.

Andreas Björklund, Per Dahlberg and Anders Perneborn have all been prominent figures on the Swedish scooter scene, not least in their hometown of Gothenburg, for quite some time and, given their shared interest in music and their love of punk rock, it should come as no surprise that they have now also started a band together. Or that they've chosen to let their lyrics to a great part deal with another shared interest of theirs: scooters.

Under the name APA GBG, which I, without having checked with the band, guess includes the first letter of each of their first names (if I am wrong in this assumption I excitedly await an angry message from you boys in the band after this), they have just released their first five-track EP – appropriately titled APA EP. And with song titles such as Mallossi Baby and Two-stroke Addict, it is mandatory listening for every scooterist with a musical interest. Two-stroke figuratively as well as literally speaking, so to speak.

But there is more to APA than tongue-in-cheek lyrics about classic scooters because the music they bring is not only old-school punk, it's very, very good old-school punk! With a sound that clearly is a nod to classic punk bands such as Dead Kennedys and Sham 69 as well as the pop sensibility of early The Jam and The Buzzcocks, they make it impossible to miss that this is a bunch of guys who know their punk history. However, APA successfully manages to still deliver a sound that is highly personal, while the boys in a way wear their influences on their sleeves.

From the perfect punk vibrato in Per Dahlberg's vocals, through the effect-drenched and simple but effective guitar figures and chords to the perfectly skewed staccato drumming, APA is without a doubt its own beast and not just a tired regurgitation of something we've already heard too many times before.

And as if that was not enough, these guys also have the songs to back it up! From a strictly musical perspective they are traditional enough to feel the way that good



punk is supposed to feel, while at the same time the chord structures are odd enough to make the songs stick out. This is extra apparent in the riffs of recently mentioned Two-stroke Addict and in the intense Lawnmower (yours truly's personal favourite on the EP). In short – intense, smart and upbeat punk rock with a feel for aesthetics that will fit as good in your headphones

while riding your scooter as it does on stage. In many ways the musical punk equivalent of a neatly tuned two-stroke scooter!

So all you have to do now is shine your Docs, pull on those drainpipe jeans, tighten your braces and blast some APA GBG at maximum volume and you'll be all set for the next ride-out, run or all-nighter!

Words: Ronnie Gavelin

“ From the perfect punk vibrato in Per Dahlberg's vocals, through the effect-drenched and simple but effective guitar figures and chords to the perfectly skewed staccato drumming, APA is without a doubt its own beast and not just a tired regurgitation of something we've already heard too many times before. ”



Vreeble GP

There's no getting away from it; the Vreeble paint effect is an iconic classic custom look of the '80s and when it's done right it looks fantastic. Richard Roberts' Vreeble GP looks the part, the crackle of the exhaust sounds perfect and the engineering side of things delivers unblemished performance...

I think it's fair to say that the vast majority of people involved in today's scooter scene shared their formative years on the scene in the early/mid-Eighties. Having developed from the Mod-revival of the late '70s this era offered up the emergence of the Scooter-Boy and Scooterist who; in turn, offered a new and vibrant approach to the scene. Their refreshing and inspiring mind-set gave rise to some of the most diverse and radical approaches to the development of scooters. Choppers, cut-downs, rats, oddities, street racers and full-blown customs started to appear on the scene, which over the years went from strength to strength.



Young pillion

Richard Roberts was brought up through that era and through his journey he shared those experiences. "I first became aware of scooters through a fella called Eddie Jones who owned a Lambretta TV175 in the early '70s. Eddie lived next door to my grandparents and he used to ride me around the village of Bagillt wearing his much too large American flag open face helmet! Then after this initial experience with scooters I became a Punk and then a Mod in the late '70s. I went on my first proper rally on a scooter to Skegness in 1981, I did attend Rhyl rally in 1980, but that was only down the road. I rode to Skegness on my second Spanish LI150

with the Northern Aces SC. I had three rear punctures, used my spare then used a mate's spare and then ended up putting it in the back-up van! But I eventually got there! They were good days; I remember one of the funniest rally experiences I had was in '83 when we were returning from the Isle of Wight, which involved a chapter of Hells Angels! It was all a bit crazy at the time, but fun and I think it's probably these happy memories that helped form the back story of the development of this scooter," Richard smiled. "Having been around and on the scooter scene, mainly in the late '70s/early-'80s I always wanted a metal-flake and Vreeble GP. Also during that era my favourite custom scooter was always 'Time Trouble and Money' in metal-flake, which I guess has also stuck with me."

Good start

Richard bought the scooter for the project in 2004 and being a 1971 Italian GP 150 it couldn't have presented a more fitting platform for the development of the venture. So having taken possession of the scooter it was time to start getting things organised. "I'd got the ideas for the look of the scooter pretty clear in my mind. Also because it was going to be developed

from my love of the '80s classic metal-flake and Vreeble custom scooters, and was going to be themed around the AF Rayspeed Super S-type, which was a progression from the S types of the '60s, '70s and '80s, it was going to be called 'Classic Progression'," Richard explained. The scooter was stripped down and with everything all set to go the body panels were sent over to Fast Eddie from Oldham to complete the paintwork. "A couple of months after I'd received the painted panels back from Fast Eddie the re-build started, which I completed with help from my fellow club members Steve Jones, Clive Williams and Pete Quarless. During this time the engine set-up was changed and the scooter now runs on a fast road tuned Scooterotica 225cc TS1 kit with an Alpha crank. The carb' is a Mikuni TMX35mm item, the exhaust is a Franspeed Super-tourer and everything operates through an LI150 gearbox with the extra power being managed by an AF cassette clutch. As to be expected it's a fruity motor and does exactly what it says on the tin; it delivers 23bhp, which is not overly tuned but rideable. The top speed is around 80mph and it cruises nicely at 65mph, which is perfect and delivers the style of ride I was looking for."



“ They were good days; I remember one of the funniest rally experiences I had was in '83 when we were returning from the Isle of Wight, which involved a chapter of Hells Angels! ”



OWNER DETAILS

Name: Richard Roberts.

Job: Process engineer.

Scooter club & town: Northern Aces Scooter Club, based in the Deeside area of North Wales.

Other clubs member: Lambretta Club Wales & LCGB.

First interest in scooters: Progressed from being a Punk to a Mod 1978/79.

First scooter: Spanish LI150.

Favourite scooter model: Lambretta GP, Rallymaster & TV200.

Favourite style of custom scooter: Anything that takes my eye.

First rally or event and how did you get there: Skegness 1981 was my first proper rally on a scooter.

Any stories: Being shot at with an air rifle by a gang of lads overtaking us in a Ford Capri en-route to the Isle of Wight 1982. Dancing and singing on stage with

Tommy Hunt (Northern Soul artiste) at one of the Colwyn Bay rallies. Being absolutely paralytic at one of the Burton Brewers rallies and accidentally falling down the stairs and setting the foam fire extinguisher off. These are just a few anecdotes, as there is usually something at every event attended to laugh at.

Favourite and worst rally: Current favourite is the Isle of Man organised by Barry Turner of Scooter Warehouse, which he organises every two years. Worst was Keswick back in the early '80s.

How could the scooter scene get better: Turn back time.

Funniest experience with a scooter: The Hell's Angels event while riding back from the Isle of Wight 1983. It's a long story!

What's the furthest you've ever ridden on a scooter: Italy.

Your happiest scooter memories: Freedom!

As a teenager travelling the country with like-minded friends without a care in the world. Having an adventure and occasionally causing havoc.

What do you like/dislike about rallies: I like meeting up with old friends and new. I dislike modern auto scooters, especially when they are adorned with accessories. But I don't hold it against the owners as they have their reasons.

Favourite custom scooter of all time: Too many to mention but I always liked Time Trouble and Money in metal-flake, Nice and Sleazy, Naughty but Nice and On My Mind.

If you had to recommend one scooter part or item of riding kit what would it be: Front hydraulic disc brake on a Lambretta.

What's the most useless part you've ever bought for one of your scooters: Not bought but was given as a present, bolt on stand feet.



Effects

After the wait for the panels to be returned, which seemed like a lifetime to Richard; and with the build fully completed, the final results are spectacular. The Vreeble effect runs throughout the bodywork. It's tastefully delivered from the top of the scooter through the headset and then flows down the sides of the horn cast to the front mudguard. The effect continues throughout the inside of the leg shields, around the inner leg shield toolbox and then over the frame loop. The silver metal-flake paint contributes to the whole effect and draws the eye into the full experience of the '80s custom look. The

Vreeble GP side panel stripes over the metal-flake side panels keeps the effect's presence over the main body of the scooter and the AF Rayspeed graphics offer up the scooter's heritage. But Fast Eddie's work doesn't stop there. Remove the side panels and the rear mudguard, petrol tank and toolbox are in Vreeble, which delivers a perfectly choreographed look to support the chrome flywheel cover, cylinder head cowl and exhaust pipe.

Complemented

Returning to the front of the scooter, the chrome forks sit neatly with the disc brake and dampers. The front disc itself is smart and tidy and offers plenty of stopping power to take care of the added

performance. Also the dampers manage any front end braking dip and keep everything safely under control. While the Vreeble front and rear hubs look sleek and are complemented by tubeless rims, which not only add to the look of the scooter but also contribute to its handling. The rear chrome sprint rack is easy on the eye and supports the lines of the slope-back race-style seat and of the scooter; in general everything looks right, sits perfectly together and looks absolutely stunning. The blend of the words in the name, 'Classic' and 'Progression' are simple, descriptive and don't over complicate things. All-in-all Richard set out to complete a scooter that would represent his formative years in the

SCOOTER SPECIFICATIONS

Name of scooter and reason: 'Classic Progression' AF Rayspeed Super S type. Reason – progression from the S types of the 60s, 70s and 80s

Scooter model: 1971 Italian GP 150.

Date purchased: 2004 for £2,600 the engine at the time was a Chiselspeed Challenger 205cc.

Inspiration for project: Always wanted a metal-flake and vreeble GP from seeing them in the late 70s early 80s.

Time to build and by who: Couple of months from receiving scooter back from the painters. Help from fellow club members, Steve Jones, Clive Williams and Pete Quarless.

Engine spec:

Kit: Scooterotica fast-road tuned 225cc TS1

Crank: Alpha crank

Carb: Mikuni TMX35mm

Exhaust: Franspeed Super-tourer

Clutch: AF cassette

Gearbox: Li150

Porting work by: Sean Brady of Scooterotica

Dyno done by: Dan Clare of (then) Scooterotica

Describe engine performance, power delivery and scooter handling: As to be expected a peaky motor, does what it says on the tin. Delivers 23bhp which is not overly tuned but rideable.

Top speed and cruising speed: 80mph top and 65mph 'nice and steady' cruising.

Is the scooter reliable: Yes.

Paintwork & murals:

Fast Eddie from Oldham.

Is there any chrome:

Yes, by Niphos, Crewe, Cheshire.

Is there anyone you wish to thank:

Fast Eddie for the superb paintwork. Steve Jones, Camel & Pete Quarless for help with the re-build.

scooter scene and the scooters that had the most lasting impressions on him.

I, along with many others, appreciated this look in the '80s and am always pleased to see scooters like this still appearing at rallies and at custom shows. And the reason? It isn't difficult to understand; they take us back to those happy memories of seeing this type of custom scooter emerging on to the scene and appreciating the timeless presence that came along with them, which still has plenty of momentum today.

Words: Stu Smith

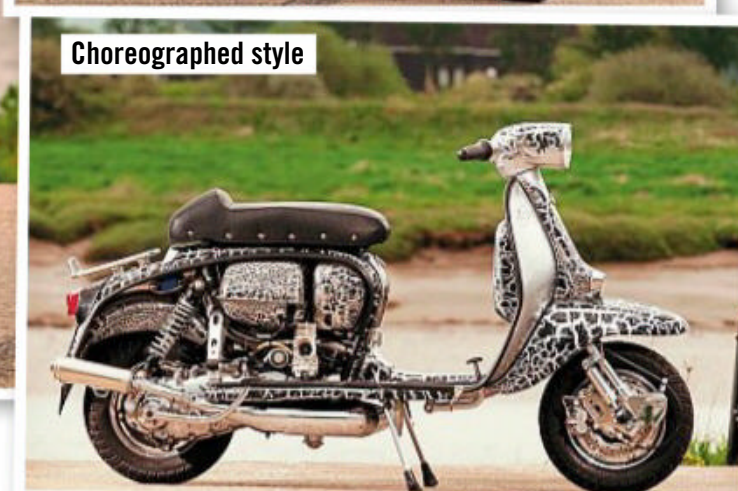
Photos: Richie Lunt



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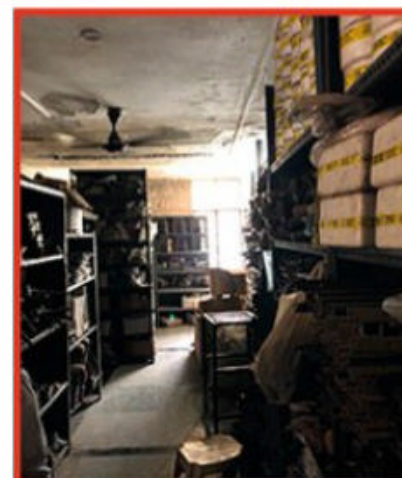
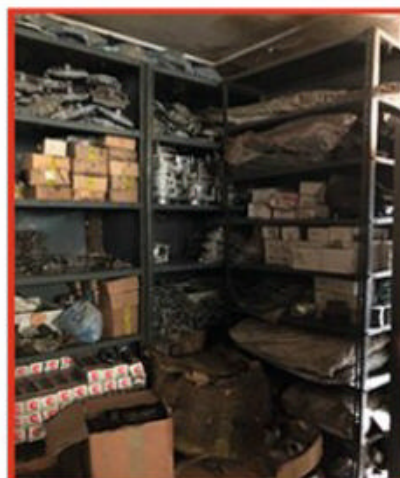
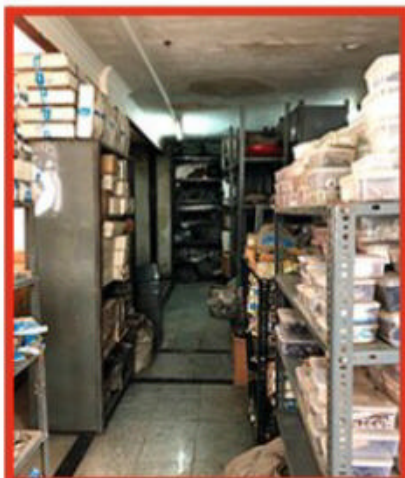


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